LOK SABHA DEBATES

Second Series

Volume III, 1957

(15th July to 26th July, 1957)

SECOND SESSION, 1957

(Vol. III contains Nos. 1 to 10)

LOK SABHA SECRETARIAT
NEW DELHI

CONTENTS

	Columns
No. 1.—Monday, 15th July, 1957.	
Members Sworn	3365
Oral Answers to Questions—	
Starred Questions Nos. 1 to 18, 21 and 9 to 19	3365—97
Starred Questions Nos. 20 and 22 to 36	3398—3407
Unstarred Questions Nos. 1 to 5 and 27	3407—19
Death of Dr. A.N. Sinha	3420
Motions for Adjournment	3420—32
(1) Threatened strike of P. & T. employees	3420—22
(2) Threatened strike of C.T.O. employees	3422
(3) Proposed strike by Central Government employees	3422—24
(4) Hartal of wholesale dealers in Delhi	3425—26
(5) Non-location oil Refinery in Assam	3426-30
(6) Alleged harassment of Buddhist converts	3430—31
(7) Food situation in U.P.	3431—32
Papers laid on the Table	3432—34
Correction of Answer of Supplementary Question	3434
President's Assent to Bills	3434-35
Message from Rajya Sabha	3435
Railway Protection Force Bill—	
Laid on the Table as passed by Rajya Sabha	3435
Resignation of Member	3436
Railway Protection Force Bill	3436—3535, 3539—74
Motion to consider	3436—3542
Clause 2 to 20	3502—35, 3539—74
Question of Privilege	3535—39
Daily Digest	3575—80
No. 2.—Tuesday, 16th July, 1957.	
Oral Answers to Questions—	
Starred Question Nos. 37 to 40, 74, 75, 41 to 43 and 45 to 51	3581—3617
Written Answers to Questions—	
Starred Questions Nos. 44, 52 to 71, 73 and 76 to 95	3617—41
Unstarred Question Nos. 29 to 66	3641—58
Re. Motion for Adjournment	3658-59
Re. Questions	3659-60
Re. Proceedings of 15th July	3660—62
Papers laid on the Table	3662
Business Advisory Committee—	
Third Report	3662-63
Railway Protection Force Bill, as passed by Rajya Sabha	3663, 3747—51
Clauses 20, 21, the Schedule and Clause 1	3664—80
Motion to pass, as amended	3680
Wealth-Tax Bill—	
Motion to refer to Select Committee	3693—3746 3551—68
Daily Digest	5769—72

	COLUMNS
No. 3.—Wednesday, 17th July, 1957.	
Oral Answers to Questions—	
Starred Questions Nos. 94 to 106, 108 to 110 and 114 to 117	3773—3807
Correction of Answers to Starred Question No. 102, dated 17-7-57	3800
Written Answers to Questions—	
Starred Questions Nos. 107, 111, 113 and 118 to 131	3807—16
Unstarred Questions Nos. 67 to 83	3816—24
Papers laid on the Table	3824—28
Estimates Committee—	
Minutes of sittings	3829
Committee on Private Member's Bills and Resolutions—	
First Report	3829
Correction of Answers to Starred Question	3829
Point of Information	3829
Wealth-Tax Bill—	
Motion to refer to Select Committee	3829—37
Expenditure Tax Bill—	
Motion to refer to Select Committee	3837—3936
Demands for Grants—Railways	3937—47
Discussion *re.* Influenza Epidemic	3947—86
Daily Digest	3987—92
No. 4.—Thursday, 18th July, 1957.	
Oral Answers to Questions—	
Starred Questions Nos. 134 to 143 and 145 to 150	3993—4025
Written Answers to Questions—	
Starred Questions Nos. 133, 144, 151 to 153 and 155 to 158	4025—30
Unstarred Questions Nos. 84 to 100 and 102 to 113	4040—44
Papers laid on the Table	4044—47
Petitions	4047—48
Statement *re.* proposed strike by P. & T. Employees	4048—53
Cotton Fabrics (Additional Excise Duty) Bill—Introduced	4053-54
Demands for Grants—Railways—	
Demand No. 1	4054—4192
Daily Digest	4193—98
No. 5.—Friday, 19th July, 1957.	
Oral Answers to Questions—	
Starred Questions Nos. 159 to 170, 172, 174 to 177, 179 and 180	4199—4234
Written Answers to Questions—	
Starred Questions Nos. 171, 173 and 181 to 197	4234—45
Unstarred Questions Nos. 114 to 148	4245—62
Motions for Adjournment—	
(1) Strike Notice by Civil Aviation Department Employees Union	4262—65
(2) Inter-state Sales Tax	4265
Point of Information	4265
Papers laid on the Table	4265—67
Business of the House	4267-68
Election to Committee—	
Delhi Development (Provisional) Authority	4269
Demand for Grants Railways	4269—4348

	COLUMNS
Committee on Private Members' Bills and Resolutions—First Report	4348—52
Resolution re Appointment of a Second Pay Commission	4352—4426
Business Advisory Committee—Fourth Report	4425
Resolution re Discontinuance of Grant of Scholarships to students on community basis	4425-26
Daily Digest	4427—32

No. 6—Monday, 22nd July, 1957.

Oral Answers to Questions—

Starred Questions Nos. 198, 200 to 206, 208, 210, 214, 216 to 220, 222 to 224, 226 to 228 and 231.	4433—68

Written Answers to Questions—

Starred Questions Nos. 199, 207, 209, 212, 213, 221, 225, 229, 230, 232 to 237 and 239 to 244	4468—78
Unstarred Questions Nos. 149 to 164	4478—86
Papers laid on the Table—	4486
Election to Committees—	
(1) Indian Institute of Technology, Kharagpur.	4487
(2) All India Council for Technical Education.	4487-88
Business Advisory Committee—	
Fourth Report.	4488
Dhoties (Additional Excise Duty) Amendment Bill—Introduced	4489
Demands for Grants—Railways	4489—4570
Navy Bill—	
Motion to refer to Joint Committee	4570—4646
Daily Digest—	4647—50

No. 7—Tuesday, 23rd July, 1957

Oral Answers to Questions—

Starred Questions Nos 247 to 251, 254 to 256, 258 to 261, 263, 264 and 268 to 270.	4651—85

Written Answers to Questions—

Starred Questions Nos. 245, 252, 253, 262, 265 to 267 and 271 to 287.	4685—96
Unstarred Question Nos. 166 to 168, 170 to 181 and 184 to 203.	4696—4712
Papers laid on the Table	4712-13
Navy Bill—	
Motion to refer to a Joint Committee	4713—31
Motion for reference adopted	4731
Demands For Grants—	
Ministry of External Affairs	4731—4835
Department of Atomic Energy	4835—52
Daily Digest	4853—56

No. 8—Wednesday, 24th July, 1957—

Oral Answers to Questions—

Starred Questions Nos. 288 to 295, 297, 299 to 303, 305, 306, 308 and 309.	4857—91

Written Answers to Questions—

Starred Questions Nos. 296, 298, 304, 307 and 310 to 326	4892—4904
Unstarred Questions Nos. 204 to 224 and 226 to 234.	4904—20
Re. Plantation Enquiry Committee	4920-21

	Columns
Paper laid on the Table	4921-22
Committee on Private Members Bills, and Resolutions—	
Second Report	4922
Petition	4922
Statement re Air France Incident	4921—23
Election to Committees—	
(1) Indian Council of Medical Research	4924
(2) Central Institute of Research in Indigenious Systems of Medicine	4924-25
Demands for Grants—	
Department of Atomic Energy	4925—56
Ministry of Defence	4957—5054
Daily Digest	5055—58
No. 9—Thursday, 25th July, 1957.	
Oral Answers to Questions—	
Starred Questions Nos. 327 to 334, 336, 340 to 347, 349, and 350	5059—93
Written Answers to Questions—	
Starred Questions Nos. 335, 337, 338 and 351 to 366.	5093—5103
Unstarred Questions Nos 235 to 264	5103—17
Papers laid on the Table	5118
Calling Attention to Matter of Urgent Public Importance—	
Re Canal water dispute	5118—22
Re Motion for adjournment—	
Collision of two trains near Tatanagar	5123—25
Legislative Councils Bill—Introduced	5125
Demands for Grants—	
Ministry of Defence	5126—5223
Ministry of Education and Scientific Research	5225—50
Daily Digest	5251—54
No. 10—Friday, 26th July, 1957.	
Oral Answers to Questions—	
Starred Questions Nos. 367, 368, 370 to 373, 375 to 395 and 397 to 389	5255—91
Written Answers to Questions—	
Starred Questions Nos. 369, 374, 396, 390 to 401 and 403 to 408.	5291—5301
Unstarred Questions Nos. 265 to 277 and 279 to 300	5301—21
Calling Attention to Matter of Urgent Public Importance—	
Tatanagar train collision	5321-22
Foreign Exchange Regulation (Amendment) Bill—Introduced	5322
Re Question of Privilege	5323—26
Demands of Grants—	
Ministry of Education and Scientific Research	5326—5437
Committee on Private Members' Bills and Resolutions—	
Second Report—	5441
Bills introduced—	
(1) Sadhus and Synyasis (Registration) Bill by Shri Radha Raman	5442
(2) Punishment for Molestation of Women Bill by Shri Radha Raman	5442
(3) Factories (Amendment) Bill (Amendment of Sections 51, 54 and 59) by Shri V. P. Nayar	5442

	COLUMNS
(4) National and Festival Paid Holidays Bill by Shri Kodiyan. . .	5443
(5) Code of Civil Procedure (Amendment) Bill. (Amendment of Section 60) by Shri P. R. Patel	5443, 5444
(6) Indian Arms (Amendment) Bill by Shri P. R. Patel	5443
(7) Code of Civil Procedure (Amendment) Bill Commission of Section 87) by Shri M. L. Dwivedi	—
(8) Parliament Library Bill by Shri D. C. Sharma	5444
(9) Child Marriage Restraint (Amendment) Bill (Amendment of Section 12) by Shri D. C. Sharma	5444—45
(10) Prevention of Corruption (Amendment) Bill. (Insertion of new Section 8) by Shri Jhulan Sinha	5445
Central Government Servants (Option for joining Contributory Health Service Scheme) Bill—	
Motion to consider	5445—66
Daily Digest—	5467—70

N.B. The sign + above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

ALPHABETICAL LIST OF MEMBERS

'A'

Abdul Latif, Shri (Bijnor).

Achal Singh, Seth (Agra).

Achar, Shri K. R. (Mangalore).

Achint Ram, Lala (Patiala).

Agadi, Shri Sangappa Andanappa (Koppal).

Agrawal, Shri Manakbhai (Mandsaur).

Ajit Singh, Shri (Bhatinda—Reserved—Sch. Castes).

Alva, Shri Joachim (Kanara).

Ambalam, Shri P. Subbiah (Ramanathapuram).

Amjad Ali, Shri (Dhubri).

Anjanappa, Shri B. (Nellore—Reserved—Sch. Castes).

Anthony, Shri Frank (Nominated—Anglo—Indians).

Arumugham, Shri R. S. (Srivilliputhur—Reserved—Sch. Castes).

Arumugham, Shri S. R. (Namakkal—Reserved—Sch. Castes).

Ashanna, Shri K. (Adilabad).

Assar, Shri Premji R. (Ratnagiri).

Atchamamba, Dr. Komaraju (Vijayavada).

Awasthi, Shri Jagdish (Bilhaur).

Ayyakannu, Shri M. (Nagapattinam—Reserved—Sch. Castes).

Ayyangar, Shri M. Ananthasayanam (Chittoor).

Azad, Maulana Abul Kalam (Gurgaon).

'B'

Badan Singh, Ch. (Bisauli).

Bagdi, Shri Maganal (Hoshangabad).

Bahadur Singh, Shri (Ludhiana—Reserved—Sch. Castes).

Bajaj, Shri Kamalnayan Jamnalal (Wardha).

Bakliwal, Shri Mohanlal (Durg).

Balakrishnan, Shri S. C. (Dindigul—Reserved—Sch. Castes).

Baldev Singh, Sardar (Hoshiarpur).

Balmiki, Shri Kanhaiya Lal (Bulandshahr—Reserved—Sch. Castes).

Banerjee, Shri Santosh Kumar (Cooch-Behar).

Banerjee, Shri Pramathanath (Contai).

Banerjee, Shri S. M. (Kanpur).

Banerji Shri Pulin Behari, (Lucknow).

Banerji, Dr. Ram Goti (Bankura).

Bangshi Thakur, Shri (Tripura—Reserved—Sch. Tribes).

Barman, Shri Upendranath (Cooch-Behar—Reserved—Sch. Castes).

Barrow, Shri A. E. T. (Nominated—Anglo-Indians).

Barua, Shri Hem (Gauhati).

Barupal, Shri Panna Lal (Bikaner—Reserved—Sch. Castes).

Basappa, Shri C. R. (Tiptur).

Basumatari, Shri Dharanidhar (Goalpara—Reserved—Sch. Tribes).

'B'—*contd.*

Beck, Shri Ignace (Lohardaga).

Bhadoria, Shri Arjun Singh (Etawah).

Bhagat, Shri Baliram (Shahabad).

Bhagavati, Shri Bijoy Chandra (Darrang).

Bhakt Darshan, Shri (Garhwal).

Bhanja Deo, Shri Laxmi Narayan (Keonjhar).

Bhargava, Pt. Mukat Behari Lal (Ajmer).

Bhargava, Pt. Thakur Das (Hissar).

Bharucha, Shri Naushir Cursetji (East Khandesh).

Bhatkar, Shri Laxmanyaoji Shrawanji (Akola—Reserved—Sch. Castes).

Bhattacharyya, Shri Chapala Kanta (West Dinajpur).

Bhogji Bhai Shri P. B. Banswara—Reserved—Sch. Tribes).

Bholi Sardar, Shri (Saharsa—Reserved—Sch. Castes).

Bidari, Shri Ramappa Balappa (Bijapur South).

Birbal Singh, Shri (Jaunpur).

Birendra Bahadur Singhji, Shri (Raipur).

Borooah, Shri Prafulla Chandra (Sibsagar).

Bose, Shri P. C. (Dhanbad).

Brahm Prakash, Shri (Delhi Sadar).

Brajeshwar Prashad, Shri (Gaya).

Braj Raj Singh, Shri (Firozabad).

Brij Narayan, Brijesh, Pandit (Shivpuri).

'C'

Chakravartty, (Shrimati Renu (Basirhat).

Chanda, Shri Anil Kumar (Birbhum).

'C'—*contd.*

Chandak, Shri Bhikulal Lakhmichand

Chandra Shankar, Shri (Broach).

Chandramani, Kalo Shri (Sundargarh).

Chaturvedi, Shri Rohanlal (Etah).

Chaudhuri, Shri Tridib Kumar (Berhampore).

Chavan, Shri D. R. (Karad).

Chawda, Shri Akbar (Banaskantha).

Chettiar, Shri R. Ramanathan (Pudukottai).

Choudhry, Shri C. L. (Hajipur—Reserved—Sch. Castes).

Choudhury, Shri Suresh Chandra (Dumka).

Chuni Lal, Shri (Ambala—Reserved—Sch. Castes).

'D'

Damani, Shri Surajratan Fatehchand (Jalore).

Damar, Shri Amar Singh (Jhabua—Reserved—Sch. Tribes).

Dange, Shri Shripad Amrit (Bombay City Central).

Dasappa, Shri H. C. (Bangalore).

Dasaratha Deb, Shri (Tripura).

Das, Shri Kamal Krishna (Birbhum—Reserved—Sch. Castes).

Das, Dr. Mono Mohan (Asansol—Reserved—Sch. Castes).

Das, Shri Nayantara (Monghyr—Reserved—Sch. Castes).

Das, Shri Ramdhani (Nawada—Reserved—Sch. Castes).

Das, Shri Shree Narayan (Darbhanga).

Dasgupta, Shri Bibhuti Bhushan (Purulia).

Datar, Shri Balwant Nagesh (Belgaum).

Daulta, Shri Pratap Singh (Jhajjar).

'D'—*contd.*

Deb, Shri Narasingha Malla Ugal Sanda (Midnapur).

Deb, Shri P. G. (Angul).

Deo, Shri Pratap Keshari (Kalahandi).

Deo, Shri Shanker (Gulbarga—Reserved—Sch. Castes).

Desai, Shri Morarji R. (Surat).

Deshmukh, Shri K. G. (Ramtek).

Deshmukh, Dr. Panjabrao S. (Amravati).

Dhanagar, Shri Banshi Das (Mainpuri).

Dharmalingam, Shri R. (Tiruvannamalai).

Dige, Shri Shankarrao Khanderao (Kolhapur—Reserved—Sch. Castes).

Dindod, Shri Jaljibhai Koyabhai (Dohad—Reserved—Sch Tribes).

Dinesh Singh, Shri (Banda).

Dora, Shri Dippala Suri (Parvathipuram).

Drohar, Shri Shivadin (Hardoi—Reserved—Sch Castes).

Dube, Shri Mulchand (Farrukhabad)

Dublish, Shri Vishnu Sharan (Sardhana)

Dwivedi, Shri M L. (Hamirpur).

Dwivedy, Shri Surendranath (Kendrapara).

'E'

Eacharan, Shri V Iyyani (Palghat)

Elayaperumal, Shri L (Chidambaram—Reserved—Sch Castes).

Elias, Shri Muhammed (Howrah)

'G'

Gaekward, Shri Fatesinghrao Pratapsinhrao (Baroda).

Gaikward, Shri Bhaurao Krishnarao (Nasik).

'G'—*contd.*

Ganapathy, Shri T. (Tiruchendur).

Gandhi, Shri Feroze (Rai Bareli).

Gandhi, Shri Maneklal Maganlal (Panchmahals).

Ganga Devi, Shrimati (Unnao—Reserved—Sch Castes).

Ganpati Ram, Shri (Jaunpur—Reserved—Sch Castes).

Gautam, Shri Chintaman Dhivrjuji (Balaghat).

Ghodasar, Thakor Shri Fatehsinhji Ratansinhji.

Ghosal, Shri Aurobindo (Uluberia).

Ghose, Shri Bimal Coomar (Barrackpore)

Ghose, Shri Subiman (Burdwan)

Ghosh, Shri Atulya (Asansol)

Ghosh, Shri Mohmdra Kumar (Jamshedpur).

Godsora, Shri Sambhu Charan (Singhbhum—Reserved—Sch Tribes)

Gohain, Shri Chowkhamoon (Nominated—Assam Tribal Areas).

Gohokar, Dr Deorao Yeshwantrao (Yeotmal)

Gopalan, Shri Ayillath Kuttieri (Kasergod)

Goray, Shri Narayan Ganesh (Poona).

Goundar, Shri N P. Shanmugha (Tindivanam).

Goundar, Shri A Doraiswami (Tiruppattur)

Gounder, Shri K Periaswami (Karur)

Govind Das, Seth (Jabalpur).

Guha, Shri Arun Chandra (Barasat).

Gupta, Shri Chheda Lal (Hardoi).

Gupta, Shri Sadhan Chandra (Calcutta—East).

'H'

Hajarnavis, Shri Ramchandra Martand (Bhandara).

Halder, Shri Kansari (Diamond Harbour—Reserved—Sch. Castes).

Harvani, Shri Ansar (Fatehpur).

Hansda, Shri Subodh (Midnapur—Reserved—Sch. Tribes).

Hathi, Shri Jaisukhlal Lal Shanker (Halar).

Hazarika, Shri Jogendra Nath (Dibrugarh).

Heda, Shri H. C. (Nizamabad).

Hukam Singh, Sardar (Bhatinda).

Hynniewta, Shri Hoover (Autonomous Districts—Reserved—Sch. Tribes).

'I'

Imam, Shri J. M. Mohamed (Chitaldrug).

Iqbal Singh, Sardar (Ferozepur).

Iyer, Shri S. Easwara (Trivandrum).

'J'

Jadhav, Shri Yadav Narayan (Malegaon).

Jagjivan Ram, Shri (Sasaram—Reserved—Sch. Castes).

Jain, Shri Ajit Prasad (Saharanpur)

Jain, Shri Mool Chand (Kaithal).

Jaipal Singh, Shri (Ranchi West—Reserved—Sch. Tribes).

Jangde, Shri Resham Lal (Bilaspur).

Jadhe, Shri Keshavrao Marutirao (Baramati).

Jena, Shri Kanhu Charan (Balasore—Reserved—Sch. Castes).

Jhunjhunwala, Shri Banarsi Prasad (Bhagalpur).

Jinachandran, Shri M. K. (Tellichery).

Jogendra Singh, Sardar (Bahraich).

Jogendra Sen, Shri (Mandi).

'J'—contd.

Joshi, Shri Anand Chandra (Shahdol).

Joshi, Shrimati Subhadra (Ambala).

Joshi, Shri Liladhar (Shajapur).

Jyotishi, Pandit Jwala Prasad (Sagar).

'K'

Kale, Shrimati Anasuyabai (Nagpur).

Kalika Singh, Shri (Azamgarh).

Kamble, Dr. Devrao Namdevrao Pathrikar (Nanded—Reserved—Sch. Castes).

Kamble, Shri Bapu Chandrasen (Kopargaon).

Kanakasabai, Shri R. Pillai (Chidambaram).

Kanungo, Shri Nityanand (Cuttack).

Kar, Shri Prabhat (Hooghly).

Karmarkar, Shri D. P. (Dharwar North).

Karni Singhji, Shri (Bikaner).

Kasliwal, Shri Nemi Chandra (Kotah).

Katti Shri D. A. (Chitodi)

Kayal, Shri Paresh Nath (Basirhat—Reserved—Sch. Castes).

Kedaria, Shri Chhaganlal Madaribhat (Mandvi—Reserved—Sch. Tribes).

Keshar Kumari, Shrimati (Raipur—Reserved—Sch. Tribes).

Keshava, Shri N. (Bangalore City).

Keskar, Dr. B. V. (Musafirkhana).

Khadilkar, Shri Raghunath Keshav (Ahmednagar).

Khadiwala, Shri Kanhaiyalal (Indore).

Khan, Shri Osman Ali (Kurnool).

Khan, Shri Sadath Ali (Warangal).

Khan, Shri Shahnawaz (Meerut).

Khedkar, Shri Gopalrao Bajirao (Akola).

Khimji, Shri Bhawanji A. (Kutch).

'K'—contd.

Khuda Buksh, Shri Muhammed (Murshidabad).

Khawaja, Shri Jamal (Aligarh).

Kistaiya, Shri Surti (Bastar—Reserved—Sch. Tribes).

Kodiyan, Shri P. K. (Quilon—Reserved—Sch. Castes).

Koratkar, Shri Vinayak Rao K. (Hyderabad).

Kotoki, Shri Liladhar (Nowgong).

Kottukapally, Shri George Thomas (Moovattupuzha).

Kripalani, Acharya J. B. (Sitamarhi).

Kripalani, Shrimati Sucheta (New Delhi).

Krishna Chandra, Shri (Jaleswar).

Krishna, Shri M. R. (Karimnagar—Reserved—Sch. Castes).

Krishnaiah, Shri D. Balarama (Gudivada).

Krishnamachari, Shri T. T. (Madras South).

Krishnappa, Shri M. V. (Tumkur).

Krishna Rao, Shri Mandali Venkata (Masulipatnam).

Krishnaswamy, Dr. A. (Chingleput).

Kumaran, Shri M. K. (Chirayinkil).

Kumbhar, Shri Banamali (Sambalpur—Reserved—Sch. Castes).

Kunhan, Shri P. (Palghat—Reserved—Sch. Castes).

Kureel, Shri Baij Nath (Rae Bareli—Reserved—Sch. Castes).

'L'

Lachhi Ram, Shri (Hamirpur—Reserved—Sch. Castes).

Lachhman Singh, Shri (Nominated—Andaman and Nicobar Islands).

Lahiri, Shri Jitendra Nath (Serampore).

Lal, Shri Ram Shanker (Domariaganj).

'L'—contd.

Laskar, Shri Nibaran Chandra (Cachar—Reserved—Sch. Castes).

Laxmi Bai, Shrimati Sangam (Vicarabad).

'M'

Mafida Ahmed, Shrimati (Jorhat).

Mahagaonkar, Shri Bhausaheb Raosaheb (Kolhapur).

Mahanty, Shri Surendra (Dhenkanal).

Mahendra Pratap, Raja (Mathura).

Majhi, Shri Ram Chandra (Mayurbhanj—Reserved—Sch. Tribes).

Majithia, Sardar Surjit Singh (Tarn-Taran).

Maiti, Shri Nikunja Bihari (Ghatal).

Malliah, Shri U. Srinivasa (Udipi).

Malaviya, Pandit Govind (Sultanpur).

Malaviya, Shri Keshva Deva (Basti).

Malvia, Shri Kanhaiyalal Bherulal (Shajapur—Reserved—Sch. Castes).

Malviya, Shri Motilal (Khajuraho—Reserved—Sch. Castes).

Manaen, Shri T. (Darjeeling).

Manay, Shri Gopal Kaluji (Bombay City Central—Reserved—Scheduled Castes):

Mandal, Shri Jailal (Khagaria).

Mandal, Dr. Pashupati (Bankura—Reserved—Sch. Castes).

Maniyangadan, Shri Mathew (Kottayam).

Manjula Debi, Shrimati (Goalpara).

Masani, Shri M. R. (Ranchi—East).

Masuriya Din, Shri (Phulpur—Reserved—Sch. Castes).

Matera, Shri Laxman Mahadu (Thana—Reserved—Sch. Tribes).

Mathur, Shri Harish Chandra (Pali).

Mathur, Shri Mathur Das (Nagaur).

Matin, Shri S. A. (Ghiridih).

Mehdi, Shri Syed Ahmed (Rampur).

'M' —*contd*

Mehta, Shri Balwantray Gopalji (Gohilwad).

Mehta, Shri Jaswant Raj (Jodhpur).

Melkote, Dr G S (Raichur)

Menon, Dr K B (Badagara).

Menon, Shri V K. Krishna (Bombay City North)

Menon, Shri T C Narayanankutty (Mukandapuram).

Minimata, Shrimati Agamadas Guru (Baloda Bazar— Reserved—Sch Castes)

Mishra, Shri Bhagwan Din (Kaisarganj)

Mishra, Shri Bibhuti (Bagaha)

Mishra, Shri Lalit Narayan (Saharsa).

Mishra, Shri Mathura Prasad (Begusarai)

Mishra, Shri Shyam Nandan (Jainagar)

Misra, Shri Raghubar Dayal (Bulandshahr)

Misra, Shri Raja Ram (Faizabad).

Mohan Swaroop, Kanwar (Pilibhit).

Mohideen, Shri M Gulam (Dindigul)

Mohiuddin, Shri Ahmed (Secunderabad)

Munisamy, Shri N R (Vellore)

Morarka, Shri Radheshyam Ramkumar (Jhunjhunu)

More, Shri Jayawant Ghanshyam (Sholapur)

Mukerjee, Shri Hirendra Nath (Calcutta—Central)

Mullick, Shri Baishnav Charan (Kendrapara—Reserved—Sch Castes)

Murmu, Shri Paika (Rajmahal—Reserved—Sch Tribes)

Murthy, Shri B S (Kakinada—Reserved—Sch. Castes)

Musafir, Giam Gurmukh Singh (Amritsar)

Muthukrishnan, Shri M (Vellore—Reserved—Sch. Castes).

'N'

Nadar, Shri P Thanulingom (Nagercoil).

Naidu, Shri R Govindarajalu (Tiruvallur).

'N' —*contd.*

Naidu, Shri T D. Muthukumarasami (Cuddalore).

Nair, Shri C. Krishnan (Outer Delhi).

Nair, Shri K. P. Kuttikrishnan (Koshikode).

Nair, Shri P. K. Vasudevan (Thiruvella).

Naldurgkar, Shri Venketrao Shriniwasrao (Osmanabad).

Nallakoya, Shri Koyilat (Nominated—Laccadive, Minicoy and Amindvi Islands).

Nanda, Shri Gulzarilal (Sabarkantha).

Nanjappan, Shri C (Nilgiris).

Naraindin, Shri (Shahjahanpur—Reserved—Sch Castes).

Narasimhan, Shri C R (Krishnagiri).

Narayanasamy, Shri R. (Periyakulam)

Naskar, Shri Purendu Sekhar (Diamond Harbour)

Nathavani, Shri Narendrabhai P. (Sorath)

Nath Pai, Shri (Rajapur)

Nayak, Shri Mohan (Ganjam—Reserved—Sch Castes)

Nayar, Dr Sushila (Jhansi)

Nayar, Shri V P (Quilon).

Nehru, Shri Jawaharlal (Phulpur).

Nehru, Shrimati Uma (Sitapur)

Nek Ram, Shri (Mahore—Reserved—Sch Castes)

Neswi, Shri T R (Dharwar South)

'O'

Onkar Lal, Shri (Kotah—Reserved—Sch Castes)

Oza, Shri Ghanshyam Lal (Zalawad).

'P'

Padalu, Shri Kankipati Veeranna (Golugonda — Reserved — Sch. Tribes).

Padam Dev, Shri (Chamba)

Pahadia, Shri Jagan Nath Prasad (Sawai Madhopur—Reserved—Sch. Castes)

Palaniandi, Shri M. (Perambalur).

'P'—*contd.*

Palchoudhuri, Shrimati Ila (Nabadwip).

Pande, Shri C. D. (Naini Tal).

Pandey, Shri Kashi Nath (Hata).

Pandey, Shri Sarju (Rasra).

Pangarkar, Shri Nagorao Karojee (Parbhani).

Panigrahi, Shri Chintamani (Puri).

Panna Lal, Shri (Faizabad—Reserved—Sch. Castes).

Parmar, Shri Karsandas Ukabhai (Ahmedabad — Reserved — Sch. Castes).

Parmar, Shri Deenabandhu (Udaipur—Reserved—Sch. Tribes).

Parmar, Shri Yeshwant Singh (Mahasu).

Parulekar, Shri Shamrao Vishnu (Thana).

Parvathi Krishnan, Shrimati M. (Coimbatore).

Patel, Shrimati Maniben Vallabhbhai (Anand).

Patel, Shri Nanubhai Nichhabhai (Bulsar—Reserved—Sch. Tribes).

Patel, Shri Purushottamdas R. (Mehsana).

Patel, Shri Rajeshwar (Hajipur).

Patil, Shri Balasaheb (Miraj).

Patil, Shri Nana (Satara).

Patil, Shri Rakhamaji (Dhondiba Bhir).

Patil, Shri S. K. (Bombay City South).

Patil, Shri Uttamrao Laxman (Dhulia).

Patnaik, Shri Uma Charan (Ganjam).

Pillai, Shri S. C. C. Anthony (Madras North).

Pillai, Shri P. T. Thanu (Tirunelveli).

Pocker Sahib, Shri B. (Manjeri).

Prabhakar, Shri Naval (Outer Delhi—Reserved—Sch. Castes).

Pragi Lal, Chaudhari (Sitapur— Reserved—Sch. Castes).

'P'—*contd.*

Prasad, Shri Mahadeo (Gorakhpur—Reserved—Sch. Castes).

Prodhan, Shri Bijaya Chandrasingh (Kalahandi—Reserved—Sch. Tribes)

Punnoose, Shri P. T. (Ambalapuzha).

'R'

Radha Mohan Singh, Shri (Ballia).

Radha Raman, Shri (Chandni Chowk).

Raghubir Sahai, Shri (Budaun).

Raghunath Singh, Shri (Varanasi).

Raghunath Singhji, Shri (Barmer).

Raghuramaiah, Shri Kotha (Guntur).

Rahman, Shri M. Hifzur (Amroha).

Rai, Shri Khushwaqt (Kher).

Raj Bahadur, Shri (Bharatpur).

Rajiah, Shri Devanapalli (Nalgonda—Reserved—Sch. Castes).

Raju, Shri Pusapati Vijayarama Gajapathi (Visakhapatnam).

Raju, Shri D. S. (Rajahmundry).

Rajyalaxmi, Shrimati Lalita (Hazaribagh).

Ramakrishnan, Shri Peelamedu Rangaswamy Naidu (Pollachi).

Raman, Shri Uddaraju (Naraspur).

Raman, Shri Pattabhi C. R. (Kumbakonam).

Ramanand Shastri, Swami (Bara Banki—Reserved—Sch. Castes).

Ramananda Tirtha, Swami (Aurangabad).

Ramaswami, Shri S. V. (Salem).

Ramaswamy, Shri K. S. (Gobichettipalayam).

Ramaswamy, Shri Puli (Mahbubnagar—Reserved—Sch. Castes).

Rameshwar Rao, Shri J. (Mahbubnagar).

Ram Garib, Shri (Basti—Reserved—Sch. Castes).

Ram Krishan, Shri (Mahendergarh).

Rampure, Shri Mahadevappa Y. (Gulbarga).

'R'—*contd.*

Ram Saran, Shri (Moradabad).

Ram Subhag Singh, Dr. (Sasaram).

Ranbir Singh, Ch. (Rohtak).

Rane, Shri Shivram Rango (Buldana).

Ranga, Shri N. G. (Tenali).

Rangarao, Shri M. Sri (Karimnagar).

Rao, Shri B. Rajagopala (Srikakulam).

Rao, Shri Devulapalli Venkateswar (Nalgonda).

Rao, Shri Etikala Madhusudan (Mahbubabad).

Rao, Shri P. Hanumanth (Medak).

Rao, Shri R. Jagannath (Koraput).

Rao, Shri T. B. Vittal (Khammam).

Raut, Shri Bhola (Champaran—Reserved—Sch. Castes).

Raut, Shri Rajaram Balkrishna (Kolaba).

Ray, Shrimati Renuka (Malda).

Reddy, Shri Chegireddy Bali (Markapur).

Reddy, Shri K. C. (Kolar).

Reddy, Shri R. Lakshmi Narasa (Nellore).

Reddy, Shri T. Nagi (Anantapur).

Reddy, Shri R. Narapa (Ongole).

Reddy, Shri Vutukuru Rami (Cuddapah).

Reddy, Shri K. V. Ramakrishna (Hindupur).

Reddy, Shri T. N. Vishwanatha (Rajampet).

Roy, Shri Biren (Calcutta—South West).

Roy, Shri Bishwanath (Salempur).

Rungsung Suisa, Shri (Outer Manipur—Reserved—Sch. Castes).

Rup Narain, Shri (Mirzapur—Reserved—Sch. Castes).

'S'

Sadhu Ram, Shri (Jullundur—Reserved—Sch. Castes).

Sahodrabai, Shrimati (Sagar—Reserved—Sch. Castes).

Sahu, Shri Bhagabat (Balasore).

Sahu, Shri Rameshwar (Darbhanga—Reserved—Sch. Castes).

Saigal, Sardar Amar Singh (Janjgir).

Saksena, Shri Shibban Lal (Maharajganj).

Salunke, Shri Balasaheb (Khed).

Salam, Shri M. K. M. Abdul (Tiruchirappalli).

Samanta, Shri Satis Chandra (Tamluk).

Samantsinhar, Dr. N. C. (Bhubaneswar).

Sambandam, Shri K. R. (Nagapattinam).

Sampath, Shri E. V. K. (Namakkal).

Sanganna, Shri Toyaka (Koraput—Reserved—Sch. Tribes).

Sankarapandian, Shri M. (Tenkasi).

Sarhadi, Shri Ajit Singh (Ludhiana).

Satis Chandra, Shri (Bareilley).

Satyabhama Devi, Shrimati (Nawada).

Satyanarayana, Shri Biddika (Parvathipuram—Reserved—Sch. Tribes)

Scindia, Shrimati Vijaya Raje (Guna).

Selku, Shri Mardi (West Dinajpur—Reserved—Sch. Tribes).

Sen, Shri Asoka Kumar (Calcutta—North-West).

Sen, Shri Phani Gopal (Purnea).

Seth, Shri Bishanchandar (Shahjahanpur).

Shah, Shrimati Jayaben Vajubhai (Girnar).

Shah, Shri Manubhai (Madhya Saurashtra).

'S'—contd.

Shah, Shri Manvendra (Tehri Garhwal).

Shakuntala Devi, Shrimati (Banka).

Shankariah, Shri M. (Mysore).

Sharma, Shri Diwan Chand (Gurdaspur).

Sharma, Shri Harish Chandra (Jaipur).

Sharma, Pandit Krishna Chandra (Hapur).

Sharma, Shri Radha Charan (Gwalior).

Shastri Pandit Hiralal (Sawai Madhopur).

Shastri, Shri Lal Bahadur (Allahabad).

Shivananjappa, Shri M. K. (Mandya).

Shobha Ram, Shri (Alwar).

Shukla, Shri Vidya Charan (Baloda Bazar).

Siddananjappa, Shri H. (Hassan).

Siddiah, Shri S. M. (Mysore—Reserved—Sch. Castes).

Singh, Shri Awadhesh Kumar (Katihar).

Singh, Shri Babunath (Sarguja—Reserved—Sch. Tribes).

Singh, Shri Chandikeshwar Saran (Sarguja).

Singh, Shri Digvijaya Narain (Pupri).

Singh, Shri Dinesh Pratap (Gonda).

Singh, Shri Har Prasad (Ghazipur).

Singh, Shri Kamal Narain (Shahdol—Reserved—Sch. Tribes).

Singh, Shri Kamal (Buxar).

Singh, Shri Laisram Achaw (Inner Manipur).

Singh, Shri Mahendra Nath (Maharajganj).

Singh, Shri Rajendra (Chapra).

'S'—contd.

Singh, Shri Tribhuan Narayan (Chandauli).

Sinha, Shri Anirudh (Madhubani).

Sinha, Shri Banaysi Prasad (Monghyr).

Sinha, Shri Gajendra Prasad (Palamau).

Sinha, Shri Jhulan (Siwan).

Sinha, Shri Kailash Pati (Nalanda).

Sinha, Shri Satyendra Narayan (Aurangabad).

Sinha, Shri Sarangdhar (Patna).

Sinha, Shri Satya Narayan (Samastipur).

Sinha, Shrimati Tarkeshwari (Barh).

Sinhasan Singh, Shri (Gorakhpur).

Siva, Dr. M. V. Gangadhara (Chittoor—Reserved—Sch. Castes).

Sivaraj, Shri N. (Chingleput—Reserved—Sch. Castes).

Snatak, Shri Nardeo (Aligarh—Reserved—Sch. Castes).

Sonawane, Shri Tayappa (Sholapur—Reserved—Sch. Castes).

Sonule, Shri Harihar Rao (Nanded).

Somani, Shri G. D. (Dausa).

Soren, Shri Debi (Dumka—Reserved—Sch. Tribes).

Subbaroyan, Dr. P. (Tiruchengode).

Subramanyam, Shri Tekur (Bellary).

Sugandhi, Shri Murigeppa Siddappa (Bijapur North).

Sultan, Shrimati Maimoona (Bhopal).

Supakar, Shri Shraddhakar (Sambalpur).

Sumat Prasad, Shri (Muzaffarnagar).

Sunder Lal, Shri (Sahaj apur—Reserved—Sch. Castes).

Suryanarayanamurthy, Shri Missula (Golugonda).

Surya Prasad, Shri (Gwalior—Reserved—Sch. Castes).

'S'—contd.

Swami, Shri V. N. (Chanda).

Swaran Singh, Sardar (Jullundur).

Syed Mahmud, Dr. (Gopalganj).

'T'

Tahir, Shri Mohammed (Kishanganj).

Tantia, Shri Rameshwar (Sikar).

Tangamani, Shri K. T. K. (Madurai).

Tewari, Shri Dwarikanath (Cachar).

Thakore, Shri Motisinh Bahadursinh (Patan).

Thevar, Shri U. Muthuramalinga (Srivilliputhur).

Thimmaiah, Shri Dodda (Kolar—Reserved—Sch. Castes).

Thirumal Rao, Shri M. (Kakinada).

Thomas, Shri A. M (Ernakulam).

Tiwari, Shri Babu Lal (Nimar Khandwa).

Tiwari, Shri Ram Sahai (Khajuraho).

Tiwary, Pandit Dwarka Nath (Kesaria).

Tripathi, Shri Vishwambhar Dayal (Unnao).

Tula Ram, Shri (Etawah—Reserved—Sch. Castes).

Tyagi, Shri Mahavir (Dehra Dun).

Tyabji, Shri Saif F B (Jalna)

'U'

Uike, Shri M. G. (Mandla—Reserved—Sch. Tribes).

Umrao Singh, Shri (Ghosi).

Upadhyaya, Pandit Munishwar Dutt (Pratapgarh).

Upadhyaya, Shri Shiva Datt (Rewa).

'V'

Vajpayee, Shri Atal Bihari (Balrampur).

Valvi, Shri Laxman Vedu (West Khandesh—Reserved—Sch. Tribes).

Varma, Shri B. B. (Champaran).

Varma, Shri Manikya Lal (Udaipur).

Varma, Shri Ramsingh Bhai (Nimar).

Vedakumari, Kumari M. (Eluru).

Venkatasubbaiah, Shri Pendekanti (Adoni).

Verma, Shri Ramji (Deoria).

Vijaya Raje, Shrimati (Chatra).

Vishwanath Prasad, Shri (Azamgarh—Reserved—Sch Castes).

Vyas, Shri Ramesh Chandra (Bhilwara).

Vyas, Shri Radhelal (Ujjain).

'W'

Wadiwa, Shri Narayan Maniramji (Chindwara—Reserved—Sch. Tribes)

Warrior, Shri K. K. (Trichur).

Wasnik, Shri Balkrishna (Bhandara—Reserved—Sch Castes).

Wilson, Shri John N (Mirzapur).

Wodeyar, Shri K G (Shimoga).

'Y'

Yadav, Shri Ram Sewak (Bara Banki).

Yajnik, Shri Indulal Kanaiyalal (Ahmedabad).

LOK SABHA

The Speaker

Shri M. Ananthasayanam Ayyangar.

The Deputy-Speaker

Sardar Hukam Singh.

Panel of Chairmen

Pandit Thakur Das Bhargava.
Shri Upendranath Barman.
Shrimati Renu Chakravartty
Shri Frank Anthony.

Secretary

Shri M. N Kaul, Barrister-at-law.

Business Advisory Committee

Shri M. Ananthasayanam Ayyangar (*Chairman*)
Sardar Hukam Singh
Pandit Thakur Das Bhargava.
Shri Satyanarayan Sinha.
Shri S R Rane
Shri Shree Narayan Das
Shri B S. Murthy
Shrimati Sucheta Kripalani.
Shri M. L. Dwivedi
Shri Raghubir Sahai
Shri T. B. Vittal Rao.
Shri Surendranath Dwivedy.
Shri Surendra Mahanty
Shri Jaipal Singh.
Shri Vijayarama Raju.

Committee of Privileges

Sardar Hukam Singh. (*Chairman*)
Shri Satya Narayan Sinha.
Shri Asoka K. Sen.
Pandit Munishwar Dutt Uppadhyay.

Dr. P. Subbarayan.
Shri Nemi Chandra Kasliwal.
Shrimati Jayaben Vajubhai Shah.
Shri N. M. Wadiwa.
Shri Sarangadhara Sinha.
Shri Shivram Rango Rane.
Shri Hirendra Nath Mukerjee.
Shri Indulal Kanaiyalal Yajnik.
Shri Bimal Comar Ghose.
Shri Shraddhakar Supakar.
Shri Hoover Hynniewta.

Committee on Absence of Members from the Sittings of the House

Shri Mulchand Dube. (*Chairman*)
Shrimati Shakuntala Devi.
Shri V. N. Swami.
Shri M. Ayyakannu.
Shri Ram Krishan.
Shri Kamal Krishna Das.
Shri Surti Kistaiya.
Shri Rungsung Suisa.
Shri B. L. Chandak.
Shri K. R. Achar.
Shri Chintamani Panigrahi.
Shri Karsandas Parmar.
Shri Yadav Narayan Jadhav.
Shri Harish Chandra Sharma.
Shri Ignace Beck.

Committee on Assurances

Pandit Thakur Das Bhargava. (*Chairman*)
Shri Anirudha Sinha.
Shri Mulchand Dube.
Shri Bhakt Darshan.
Shri C. R. Basappa.
Shri P. Subbiah Ambalam.
Shrimati Ila Palchoudhury.
Shri Naval Prabhakar.
Shri Jeswantraj Mehta.
Shri Motilal Malviya.
Shri Kamal Singh.
Shri Atal Bihari Vajpayee.
Shri Ramji Verma.
Shri R. K. Khadilkar.
Shri P. K. Vasudevan Nair.

Committee on Petitions

Shri Upendranath Barman. (*Chairman*)
Pandit Jwala Prasad Jyotishi.
Shrimati Uma Nehru.
Pandit Dwarka Nath Tiwary.

Shrimati Sucheta Kripalani.
Shri M. K. M. Abdul Salam.
Shri Jiyalal Mandal.
Shri K. G. Wodeyar.
Shri Nanubhai Nichhabhai Patel.
Shri Pendekanti Venkatasubbaiah.
Chaudhary Pratap Singh Daulta.
Shri D. R. Chavan.
Shri Nath Pai
Shri Ram Chandra Majhi
Shri Arjun Singh Bhadauria.

Committee on Private Members' Bills and Resolutions

Sardar Hukam Singh. (*Chairman*)
Sardar Amar Singh Saigal.
Shri Narendrabhai Nathwani.
Shrimati Ila Palchoudhury
Shri Krishna Chandra.
Shri Jhulan Sinha.
Shri K. R. Sambandam
Shri S A Agadi
Shri Jagan Nath Prasad Pahadia
Shri Sunder Lal
Shri S. Easwara Iyer
Shri Balasaheb Patil
Shri Pramathanath Banerjee
Shri Shraddhakar Supakar
Shri Shambhu Charan Godsora.

Committee on Subordinate Legislation

Sardar Hukam Singh (*Chairman*)
Shri Pham Gopal Sen
Shri Anand Chandra Joshi.
Shri Harish Chandra Mathur
Shri R M. Hajarnavis.
Shri K S Ramaswamy
Shri Sinhasan Singh
Shri Jitendra Nath Lahiri
Shri Bahadur Singh
Shri T. N Viswanatha Reddy
Shri Shamrao Vishnu Parulekar
Shri Aurobindo Ghosal.
Shri J. M Mohamed Imam
Dr. A. Krishnaswami.
Shri Braj Raj Singh

Estimates Committee

Shri Balvantray Gopaljee Mehta (*Chairman*)
Shri S. A. Dange.
Shri Jogendra Singh.
Shri Mahavir Tyagi.
Shri Satyendra Narayan Sinha.

Shri Radha Charan Sharma.
Chaudhuri Ranbir Singh
Shri Gopalrao Khedkar.
Shrimati Sucheta Kripalani.
Shri R R Morarka.
Shri M. Thirumala Rao.
Shri J Rameshwar Rao.
Shri C R. Narasimhan
Shri Amjad Ali
Shri R Ramanathan Chettiar.
Shri Ahmed Mohiuddin
Shrimati Renuka Ray
Shri Uma Charan Patnaik
Shri Raghubir Sahai
Pandit Dwarka Nath Tiwary.
Shri Govind Malaviya
Shri R *L. Jangde*
Shri N C Kashiwal
Shri Dodda Thimmaiah
Shri M L Dwivedi
Shri A E T Barrow
Shri V. P Nayar
Shri R K. Khadilkar
Shri B K Gaikward
Shri Shraddhakar Supakar

House Committee

Shri U Srinivasa Malliah (*Chairman*)
Shri Resham Lal Jangde
Shri Digvijaya Narain Singh
Shri Rohan Lal Chaturvedi
Shri Maneklal Maganlal Gandhi
Shri Missula Suryanarayanamurti
Shrimati Maimoona Sultan
Shri Kamal Krishna Das
Shri A. E T Barrow
Shri K T. K Tangamani
Shri Khushwaqt Rai
Shri Bhausaheb Raosaheb Mahagaonkar

Joint Committee on Salaries and Allowances of Members of Parliament

Lok Sabha

Shri Satya Narayan Sinha
Shri U Srinivasa Malliah.
Shri Diwan Chand Sharma
Shri Chapalakanta Bhattacharyya
Shri Kanhaiyalal Khadiwala.
Shri Raghubir Dayal Misra
Shri Doraiswami Gounder
Shri Narayan Ganesh Goray.
Shrimati Parvathi M Krishnan.
Shri U Muthuramalinga Thevar

Rajya Sabha

Dr. Shrimati Sita Parmanand.
Shri Amar Nath Aggarwal.
Shri T. J. L. Wilson.
Shri Santosh Kumar Basu.
Shri M. V. Govindan Nair.

Public Accounts Committee

Lok Sabha

Shri T. N. Singh. (*Chairman*)
Dr. Ram Subhag Singh.
Shri Nibaran Chandra Laskar.
Shri N. G. Ranga.
Shri Radhelal Vyas.
Shri A. C. Guha.
Shri N. R. M. Swamy.
Shri Upendranath Barman.
Shri J. M. Mohamed Imam.
Shri H. C. Dasappa.
Shrimati Tarkeshwari Sinha.
Shri Prabhat Kar.
Shri Jaipal Singh.
Shri N. Siva Raj.
Shri Vijayarama Raju.

Rajya Sabha

Shrimati Pushpalata Das.
Shri P. T. Leuva.
Shri Shyam Dhar Misra.
Shri R. M. Deshmukh.
Shri M. Govinda Reddi.
Shri Jaswant Singh.
Shri J. V. K. Vallabha Rao.

Rules Committee

Shri M. Ananthasayanam Ayyangar. (*Chairman*)
Sardar Hukam Singh.
Shri Satya Narayan Sinha.
Pandit Thakur Das Bhargava.
Shri C. R. Pattabhi Raman.
Shri Tekur Subramanyam.
Shri Radhelal Vyas.
Shri Tayappa Hari Sonavane.
Shri Shivram Rango Rane.
Dr. Sushila Nayar.
Shri K. T. K. Tangamani
Shri Purushottamdas R Patel.
Shri Amjad Ali.
Shri M. R. Masani.
Shri Bhaurao Krishnarao Gaikward.

GOVERNMENT OF INDIA

Members of the Cabinet

Prime Minister and Minister of External Affairs and also in charge of the Department of Atomic Energy.—Shri Jawaharlal Nehru.

Minister of Education and Scientific Research.—Maulana Abul Kalam Azad.

Minister of Home Affairs.—Shri Govind Ballabh Pant.

Minister of Commerce and Industry.—Shri Morarji Desai.

Minister of Railways.—Shri Jagjivan Ram.

Minister of Labour, Employment and Planning.—Shri Gulzarilal Nanda.

Minister of Finance.—Shri T. T. Krishnamachari.

Minister of Transport and Communications.—Shri Lal Bahadur Shastri.

Minister of Steel, Mines and Fuel.—Sardar Swaran Singh.

Minister of Works, Housing and Supply.—Shri K. C. Reddy.

Minister of Food and Agriculture.—Shri Ajit Prasad Jain.

Minister of Defence.—Shri V. K. Krishna Menon.

Minister of Irrigation and Power.—Shri S. K. Patil

Ministers of State

Minister of Parliamentary Affairs.—Shri Satya Narayan Sinha

Minister of Information and Broadcasting.—Dr. B. V. Keskar.

Minister of Health.—Shri D. P. Karmarkar.

Minister of Co-operation.—Dr. Panjabrao S. Deshmukh.

Minister of Mines and Oils.—Shri Keshava Deva Malaviya.

Minister of Rehabilitation and Minority Affairs.—Shri Mehr Chand Khanna.

Minister of Commerce.—Shri Nityanand Kanungo.

Minister of State in the Ministry of Transport and Communications.—Shri Raj Bahadur.

Minister of State in the Ministry of Home Affairs.—Shri B. N. Datar.

Minister of Industry.—Shri Manubhai Shah.

Minister of Community Development.—Shri Surendra Kumar Dey.

Minister of State in the Ministry of Education and Scientific Research.—Dr. K. L. Shrimali.

Minister of Law.—Shri Asoke K. Sen.

Minister of State in the Ministry of Transport and Communications.—Shri Humayun Kabir.

Deputy Ministers

Deputy Minister of Defence.—Sardar Surjit Singh Majithia.

Deputy Minister of Labour.—Shri Abid Ali.

Deputy Minister of Works, Housing and Supply.—Shri Anil K. Chanda.

Deputy Minister of Agriculture.—Shri M. V. Krishnappa.

Deputy Minister of Irrigation and Power.—Shri Jaisukhlal Lalshanker Hathi.

Deputy Minister of Commerce and Industry.—Shri Satish Chandra.

Deputy Minister of Planning.—Shri Shyam Nandan Mishra.
Deputy Minister of Finance.—Shri B R. Bhagat.
Deputy Minister of Education.—Dr. Mono Mohon Das.
Deputy Minister of Railways.—Shri Shahnawaz Khan.
Deputy Minister of External Affairs.—Shrimati Lakshmi N. Menon.
Deputy Minister of Home Affairs.—Shrimati Violet Alva.
Deputy Minister of Defence.—Shri Kolha Raghuramaiah.
Deputy Minister of Food and Agriculture—Shri A. M. Thomas.

LOK SABHA

Thursday, 18th July, 1957.

The Lok Sabha met at Eleven of the Clock.

[MR SPEAKER in *the Chair*]

ORAL ANSWERS TO QUESTIONS

Low Income Group Housing Scheme

*134. **Shri D. C. Sharma:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) the amount allocated to Punjab under Low Income Group Housing Scheme so far; and

(b) the amount spent?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda) (a) A sum of Rs 4.27 crores was allocated to the Punjab (including Pepsu) upto 31-3-1957 A further sum of Rs 75·00 lakhs has been provisionally allocated to the Punjab in the year 1957-58.

(b) Upto the end of March 1957, the State Government had spent a sum of Rs 3·87 crores.

Shri D. C. Sharma: May I know if any progress report was called from the State with regard to the number of houses built and the localities where they have been built and the quality of the houses?

Shri Anil K. Chanda: The houses are being built according to certain specifications. Every quarter the States send us a report and we have a complete picture of the position

Shri D. C. Sharma: It has been said that certain model houses should be built in all States of India. May I know how many model villages have been built by the Punjab Government with the amount of money allocated for this purpose?

Shri Anil K. Chanda: This question is about low income group housing. Village housing is a different thing If the hon Member will put a separate question, I shall try to answer that.

Shri B. S. Murthy: May I know whether there is any target fixed and whether the target has been reached?

Shri Anil K. Chanda: There is no target fixed Certain amounts are allotted for this work under the Second Five Year Plan. It is according to the requirements in particular States that the money is drawn

Mr. Speaker: The hon Deputy Minister has said that no target has been fixed If a particular State requires so many houses, money is provided to the extent that it has been provided in the Plan Hon Members want to know this, namely, in preparing the Plan and making the provision, they must have proceeded on some basis That can be assumed to be the target What is the target for the whole of India?

Shri Anil K. Chanda: The target in the first Five Year Plan was nearly 40,000 houses whereas actually not even 15,000 houses were constructed during that period

Mr. Speaker: What about the Second Plan?

Shri Anil K. Chanda: In the second Plan, there is no target so far as the number is concerned Rs 40 crores have been allotted and the maximum help that can be given in regard to any particular item is Rs 8,000

Some Hon. Members *rose*—

Mr. Speaker: I find that the progress is very slow. We have got 25 ques-

tions and I have to accommodate them Next question.

Indian Policeman Arrested by Goan Authorities

†

*135. **Shri Radha Raman:**
Shri Vajpayee:
Shri M. R. Krishna:
Pandit M. B. Bhargava.

Will the **Prime Minister** be pleased to state:

(a) whether Goan Government arrested any policeman from Indian territory recently,

(b) if so, what were the circumtances in which he was arrested and subsequently what happened to him,

(c) whether Government lodged any protest with the Portuguese authorities; and

(d) if so, the nature and result thereof?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon) (a) Yes An Indian policeman, named, Vithal Hanmant Kavaskhan, was kidnapped by Portuguese authorities on the afternoon of 31st May, 1957

(b) Shri Kavaskhan was on duty on the Indo-Goa border He went to a well near the border within the Indian territory to fetch water While he was drawing water, he was surrounded by six white Portuguese soldiers and two policemen in plain clothes who had trespassed into the Indian territory The Portuguese soldiers were armed with rifles and kidnapped the Indian policeman by force into Portuguese territory

(c) Yes A strong protest has been lodged with the Portuguese authorities

(d) A reply is awaited from the Portuguese authorities

Shri Radha Raman: May I know whether this policeman received serious injuries and if so, what was the nature of the injuries?

Shrimati Lakshmi Menon: We have no information on that except that he was taken away by the Portuguese soldiers

Shri Radha Raman: May I know whether that policeman is still in the Goan prison or in the custody of the Goan Government?

Shrimati Lakshmi Menon: He is still in Valopi in Goa

Shri Vajpayee: May I know whether this is the first incident of its kind or have there been several repetitions of this story?

Shrimati Lakshmi Menon: I want notice for that question

Shri M. R. Krishna: May I know what is the propaganda that is being carried out by the Portuguese Government in foreign countries about this matter?

Shrimati Lakshmi Menon: That does not arise out of this question

Shri Tyagi: I was anxious to know if this policeman had been returned?

Shrimati Lakshmi Menon: No; he is still there

Shri Tyagi: Are the Government satisfied with the action taken in the matter?

Shrimati Lakshmi Menon: There is no direct relation with the Portuguese Government, we have to deal through the Egyptian Embassy

Shri Tyagi: Have they received any information about the people there, whether they are keeping very good health or not?

Shrimati Lakshmi Menon: There is only one man and we are awaiting the reply

Export of Indian Pepper

*136. **Shri Keshava:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the quantity and the value of export of Indian pepper to the new foreign markets recently discovered, and

(b) the steps taken by Government to promote and augment this trade?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra). (a) and (b) A statement is laid on the Table of the House [*See* Appendix I, annexure No 38]

Shri Keshava: May we know if Government has taken any steps to investigate into the causes for the failure in some of the markets they have had in other countries before and whether any attempts have been made to improve them?

Shri Satish Chandra: Our markets developed to a considerable extent during war time, because supplies from other countries were cut off As production has again been established in several South-east Asian countries, they have become competitors in the world market

Shri Dasappa: May I know whether the demand from foreign countries is not greater than what we can meet?

Shri Satish Chandra: The total world demand for pepper is about 70,000 tons, out of which India is producing only 27,000 tons

Shri Dasappa: May I know what exactly is the amount that they are going to spend for the development of pepper in the next Five Year Plan? I learn it is Rs 50 lakhs Have they got schemes to the tune of Rs 50 lakhs from the various States?

Shri Satish Chandra: The Ministry of Agriculture are responsible for the development of pepper production and the question may be addressed to them

Shri Tangamani: From the statement laid on the Table, we find that during 1955-56, the export to East Germany was to the tune of Rs 125,000, but it has been reduced to Rs 44,000 in 1956-57 May I know the cause for this fall?

Mr. Speaker: He has said it is due to competition from other countries

Shri Tangamani: So far as the other countries are concerned there has been a gradual increase

Shri Satish Chandra: The hon Member will note that the quantity exported in 1954-55 was only 18,000 tons and last year it was 15,000 tons The fall from Rs 125,000 to Rs 44,000 represents the reduction in prices due to competition in the world market.

Shri Tangamani: May I know whether this export trade will be taken over entirely by the State Trading Corporation?

Shri Satish Chandra: There is no such proposal except that trade with the East European countries is generally canalised through the State Trading Corporation

Shri Jaipal Singh: In view of the serious competition in the world market, may I know what special steps Government are taking to pepper up the popularity of Indian pepper?

Shri Satish Chandra: Recently a development council has been set up for this purpose and it sent a delegation to Europe We got some orders and there are possibilities of developing the trade further Proper publicity campaign is proposed to be organised in U S A and European countries for popularising Indian pepper

Trichur Radio Station

†

*137. **Shri Warrior**
Shri Kunhan:
Shri Maniyangadan:

Will the Minister of **Information and Broadcasting** be pleased to State·

(a) whether the attention of Government has been drawn to the unsatisfactory nature of the service from the Trichur Station of All India Radio due to the lack of a studio attached to the Station, and

(b) whether Government will consider the desirability of establishing a studio at Trichur?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). Yes, Sir. There is, however no regular station of All India Radio at Trichur. The unsatisfactory nature of the service is not due to the transmitter, but due to bad condition of the telephone lines which carry the programme from Trivandrum to Trichur Efforts are being made in co-operation with the P. &. T. to improve the quality of these lines

Shri Warrior: May I know whether there is any special telephone line connecting Kozhikode, Trivandrum and Trichur stations?

Dr. Keskar: No

Shri Warrior: May I know whether the Government have any idea of having special telephone lines?

Dr. Keskar: We would certainly like to have special telephones and we have placed demands for it But, due to the paucity of materials with the Posts and Telegraphs, it is not certain whether we will be able to get such lines

Shri Warrior. In view of the vagaries of the climate in that region, may I know whether the Government proposes to have a smaller studio at least in Trichur?

Dr. Keskar: It is not conducive to better programmes of co-ordination to have a number of studios at different places Co-ordination of programmes becomes very difficult However, I might inform the hon Member that we are trying to see which location of the main studio would be best so as to give the best service to Kerala.

Safety Measures in Coal Mines

*138. **Shri T. B. Vittal Rao:** Will the Minister of **Labour and Employment** be pleased to refer to the answer given to Starred Question No 234 on the 22nd May, 1957 and state:

(a) whether the High Power Commission to enquire into the safety measures in Coal Mines has since been appointed;

(b) if so, who are the members; and

(c) whether any time limit has been fixed for the submission of the report?

The Deputy Minister of Labour (Shri Abid Ali): (a) No

(b) and (c) Do not arise.

Shri T. B. Vittal Rao: Last session, the Minister told us that he would move in the matter soon May I know when a decision is likely to be taken?

Shri Abid Ali: Afterwards it was thought that it may not be necessary to appoint this Commission because safety measures in mines have been tightened up and the situation has improved considerably since then

Shri T. B. Vittal Rao: Does it mean that the Government have given up the idea of appointing a Commission?

Shri Abid Ali: Not completely given up At least, at present, we do not propose to appoint one

सेठ गोविन्द दास अभी माननीय मंत्री जी ने कहा कि इस प्रकार के किसी आयोग की आवश्यकता नहीं जान पड़ती तो क्या मंत्री जी इस सम्बन्ध में भिन्न भिन्न राज्यों की सरकारों से कोई लिखा पढ़ी कर रहे हैं, और क्या भिन्न भिन्न राज्यों की सरकारें, विशेषकर मध्य प्रदेश की सरकार, इस सम्बन्ध में कुछ कर रही हैं ?

श्री अबिद अली जी नहीं, इस सम्बन्ध में राज्यों में कोई सलाह नहीं ली गई है क्यों कि जहां तक माइनों का सवाल है, लेबर मिनिस्ट्री की मारफत ही उसका इन्तजाम किया जाता है । इसलिए मैं ने कहा कि अभी इस कमिशन के बनाने का विचार नहीं है, क्योंकि जरूरी कायदे बना दिये गये हैं

और ऐक्सिडेंट्स अब बहुत कम होने लगे हैं और उम्मीद है कि सूरत साल, ऊपर अब हो जायें ।

Shri P. C. Bose: May I know if the attention of the Government has been drawn to a recent statement by the Indian delegate to the Coal Mining Committee of the I L O that accidents in the coal mines in India take place not so much for lack of safety measures, but for lack of implementation measures?

Shri Abid Ali: There was some such thing

Shri T. B. Vittal Rao: May I know when the regulation framed under the Mines Act, 1952 will be brought into force?

Shri Abid Ali: Within four or five months

Import Licenses

†

*139 **Shri Narayanankutty Menon:**
Shri A. K. Gopalan:

Will the Minister of **Commerce and Industry** be pleased to lay a statement showing

(a) the number of cases of traffic in import licenses registered during the years 1952-53, 1953-54, 1954-55 and 1955-56,

(b) what action has been taken by the Import Trade Control authorities against such firms; and

(c) whether it is a fact that even after the seizure of incriminating documents against certain firms, the grant of licenses to those firms are continuing?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) 1952-53—8
1953-54—11
1954-55—33
1955-56—27

(b) Wherever charges had been proved, the firms concerned were either blacklisted or warned.

(c) The question whether licences are to be issued to a firm pending the completion of investigations, is decided with reference to the merits of each case, and the nature of the evidence available

Shri Narayanankutty Menon: May I know how many cases charged in 1953 and 1954 have been so far disposed of?

Shri Satish Chandra: In 1953-54, there were 11 cases out of which action was taken against eight and the charges were not proved in the case of three

Shri P. R. Patel: May I know the names of the firms concerned in the traffic of licences?

Shri Satish Chandra: The names of the firms are not ordinarily disclosed But punishments are meted to them and their licences are stopped for a specified period

Shri P. R. Patel: May I know the names of the firms that have been penalised?

Mr. Speaker: He says they are not given Even if they are blacklisted, are their names not given to the public?

Shri Satish Chandra: The authorities concerned are informed that no further licences are to be issued to them

Shri P. R. Patel: May I know the reasons for not disclosing their names?

The Minister of Commerce and Industry (Shri Morarji Desai). That has not been the practice so far We shall now consider whether they should be published

Shri B. S. Murthy: This is a sort of blackmarketing These people are not known

Mr. Speaker: The hon Minister has said that he will consider this matter.

Shri Nagi Reddy: How long they will take to consider?

Shri Morarji Desai: Not very long.

Mr. Speaker: It will be considered Next question.

Shifting of Offices from Delhi

†

*146. **Shri Harish Chandra Mathur:**
Shri Raghunath Singh:
Shri P. K. Deo:
Shri Bhakt Darshan:
Shri Keshava:
Shri S. C. Samanta:

Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to Starred Question No 663 on the 30th November, 1956 and state the present position of the proposal for shifting some Central Government Offices from Delhi?

The Minister of Works, Housing and Supply (Shri K. C. Reddy) Except for the Bombay Government no other State Government concerned has so far intimated whether any surplus accommodation in the former State capitals is available for use by the Central Government In the case of the Bombay Government, some accommodation in Nagpur has been offered to the Central Government The Fire Service College, formerly at Rampur, and the Emergency Relief Training School, a new organisation, have been established in a part of this accommodation The Police Training School at Mount Abu is likely to move to Nagpur So far no office has moved from Delhi to any former State capital The general question of move of offices out of Delhi is still under consideration

Shri H. C. Mathur: Will the hon Minister recollect that more than two years back, it was stated that a list of 17 non-secretariat departments had been drawn up for being moved out of Delhi May I know what is the progress made during these two years?

Shri K. C. Reddy: I submit this question does not relate to the general question of the move of Central offices from Delhi The question arises out of Starred Question No 663 answered on the 30th November, 1956 That question related only to the transfer of Central offices from Delhi to certain places which were capitals before the re-organisation I have confined my answer to that As regards the general question, if the hon Member gives separate notice, I shall answer

Shri H. C. Mathur: My question was absolutely general In your Secretariat it has been put in these words I never referred to the question which was asked on the floor of the House in November I never referred to it Still, the general question is absolutely inter-related It is only those departments of which a list was drawn to be moved out that could move If I understood it, a Cabinet Sub-Committee of three Ministers was appointed for this very purpose May I know what progress has been made?

Shri K. C. Reddy: I am sorry to say that it has not been possible to move any of the offices out of Delhi till now The matter is engaging the attention of Government Another Sub-Committee of the Cabinet is going through the question

Shri T. N. Singh: On a point of procedure, in what manner, to what extent, within what limitations can a question tabled by a Member be modified at the discretion of the Ministry or at whose discretion, I do not know A number of names are lumped together for a question that is put down Why is it being done, we would like to know From what Shri H C Mathur says, it appears that the question has been modified and it has become something different from what the intention of the questioner was

Mr Speaker: What happens is this The Ministers are not responsible, but the office of the Parliament Secretariat is responsible for this When a number of questions on the same subject are tabled, we do not put them all on the Order Paper lest one single question should occupy the whole day and elbow out the other questions Therefore, the first question is admitted, and whatever important items there are in the other question are also added, and the names of all hon Mem-

bers who tabled the same question are set down on the Order Paper as persons who are entitled to put the question in the absence of the first person to whom priority is given In this particular case, the question might have been split into two Normally the language is taken of the question put down by the first person, the person whose question is admitted first Thereafter the others are added I shall look into this and try to see that hereafter all important items are put down together, so that no hon Member may take any exception to his question having been modified

Shri T. N. Singh: May I suggest that in such cases since we have invariably to give a notice of ten days to a fortnight before the question is actually put on the agenda paper, the Member whose question is being modified should at least be sent a copy of the modified form of the question so that if he has any suggestion to make regarding the phraseology of the wording of the question, he may submit it

Mr. Speaker: I shall see

Shri H. C Mathur: The hon Home Minister stated on the floor of the House only yesterday that no decision whatsoever has been taken regarding the shifting of the police training school from Mt Abu and that he is sending out his officers from place to place to ascertain where the centre should be located, while the hon Minister says that it is likely to be located in Nagpur May I know how the position stands?

Mr Speaker: There is no contradiction He said it is only likely

Shri H C. Mathur: It has prejudiced the case of other places which are being considered by the Home Minister

Mr. Speaker: Very good

Shri K. C. Reddy: It does not I have not said a decision has been taken to transfer the police training school to Nagpur As you, Sir, pointed out, it is likely to happen, but the whole matter is under consideration.

Shri Ranga: May I know whether the policy of the Government decided upon some six years ago to shift as many offices as possible away from Delhi still continues to be there even though it has not been implemented though all these six or seven years?

Shri K. C. Reddy: The fact is that in 1950 we did transfer five offices from Delhi to other places, viz., the Surveyor-General of India office, Development Branch of D G, P & T, Director of Seamen's Welfare Scheme etc Since then, we have drawn up certain lists of offices which could be transferred from Delhi to other places, but we have encountered several difficulties and we have got to deal with the matter very carefully What I can say is that the matter is continuing to engage the attention of Government and we will make every endeavour to shift as many offices as could be conveniently shifted to other places

International Atomic Energy Agency

***141. Shri Shree Narayan Das:** Will the **Prime Minister** be pleased to state

(a) whether the Government of India have ratified the Statute of the International Atomic Energy Agency;

(b) whether requisite number of other countries have ratified it so that the first General Conference be held, and

(c) the time when the General Conference is likely to be held?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes

(b) Not yet

(c) The General Conference is likely to be held in October this year

Shri Shree Narayan Das: May I know whether it is a fact that some of the important countries like the U S A, and the U S S R, have not so far ratified this statute?

Shri Sadath Ali Khan: It is believed that they will do so soon They have not ratified so far

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): May I state that thus far among the countries he has mentioned, the U S S R has ratified it? The others, the major countries like the U K, Canada, France and U S A, are, I believe, on the verge of ratifying or should have done it There is no particular difficulty about it

Shri Shree Narayan Das: May I know whether any time-limit has been set for the ratification by the various Governments, and, if so, what is the time-limit?

Shri Jawaharlal Nehru: I do not know about the time-limit, but ratifications are coming in There is a time-limit that 60 days must elapse between the coming into force of this instrument and the first general conference, and it comes into force after it has been ratified by a certain number of countries It is hoped that it will come into force in the course of this month

Shri Kasliwal: In reply to part (b) of the question, the hon Parliamentary Secretary has said that the requisite number of other countries have not yet ratified it May I know what he means by "requisite number of countries"? Is it 20, 30 or 40 countries?

Shri Jawaharlal Nehru: In accordance with the statute, this will come into force when 18 States including at least three of the major ones, that is, Canada, France U S S R, U K and the U S A, have ratified it

World Conference against Hydrogen Bomb

†

*142. { **Shri Raghunath Singh:** **Shri Panigrahi:**

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that a world conference against Hydrogen Bomb is being held in Tokyo (Japan) from August 12 to 18, 1957, and

(b) if so, whether India is participating in the conference?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes, but the Conference is not a world conference. It has been organised by a private organisation called 'Japan Council against Atomic and Hydrogen Bombs'.

(b) No

Shri Raghunath Singh: May I know how many nations are taking part in this conference?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): We are not aware of any nation taking part in it

Shri Panigrahi: May I know whether the All India Peace Council which is sponsoring this conference or is one of the sponsors of this world conference have approached the Government of India to send delegates to this conference?

Shri Jawaharlal Nehru: Somebody did approach the Government of India As far as I remember, a communication came from Japan, and they were informed that while our views in regard to these matters were perfectly clear—and in fact, copies of resolutions of the Lok Sabha and the Rajya Sabha were sent to them—we were unable to participate in private conferences of this kind

Shri M. Elias: May I know if any hon Member of this House or any important personality wants to participate in this conference, he will be given a passport?

Shri Jawaharlal Nehru: Nobody objects to participation in this conference If a person wants to go on his own account at his own expense —I do not know in a particular case what other considerations may have to be taken into account—normally there is no objection to any participation

Shri M. Elias: In view of the statement made by the hon Prime Minister just now, may I know why I was

refused a passport to participate in the World Peace Council meeting held in Colombo last June, being a member of the World Peace Council and of Parliament?

Shri Jawaharlal Nehru: The hon Member has gone off to another country, another conference and another subject

Protest Fleet against Hydrogen Bomb Explosion

*143. **Shri Heda:** Will the **Prime Minister** be pleased to state

(a) whether any Indian joined the Japanese protest fleet that was to sail to the Christmas Island to lodge death protest against explosion of Hydrogen Bomb by U K , and

(b) if so, what was the out-come?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) No, sir

(b) Does not arise

Shri Heda May I know whether it is a fact that a few Indians had applied for passport to join the team that was organised in Japan against the Christmas Island explosions?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) I do not think As far as I remember, one or two odd letters were received by us from some enthusiasts who said they wanted to go In fact, they wanted their travelling expenses to be paid too As a matter of fact, perhaps hon Members know that nothing came of all this Even on the Japanese side nothing was sent so far as I know

Munich Handicrafts and Trade Fair

†

*145. { **Shri Panigrahi:** / **Shri Bibhuti Mishra:**

Will the Minister of **Commerce and Industry** be pleased to state

(a) the nature of assistance rendered by Government in organising the exhibition of Indian handicrafts in the Ninth German Handicrafts and Trade fair held in Munich,

(b) whether the various State Governments were approached to send in their respective handicraft products for display in this trade fair, and

(c) to what extent Indian exhibits were popular?

The Minister of Industry (Shri Manubhai Shah): (a) The Government of India sanctioned an expenditure of Rs 60,600 - for the purchase and display of Indian handicrafts in this Fair Two persons were deputed from India to Munich for organising the handicrafts pavilion

(b) No, but the All India Handicrafts Board purchased exhibits from various State Emporia as well as other sources

(c) The Indian exhibits were very much appreciated and some items such as Benaras Stoles, ivory goods, brassware, silver and tourquoise jewellery were particularly admired The fair authorities awarded a gold medal to India for best craftsmanship

Shri Panigrahi May I know whether the State Board in Orissa was consulted regarding items sent for exhibition in this fair from Orissa?

Shri Manubhai Shah: As already mentioned in the answer, we did not consult any State Government in this matter but there are emporia spread all over the country, and as I said, purchases were made practically from all the States

Shrimati Tarkeshwari Sinha. May I know whether Government has taken cognizance of the statement made by the senior Director of Industry, West German Government, that Indian handicraft products can be very popular in Western countries if their quality is improved and their demand is met May I know what Government is doing in the matter?

Shri Manubhai Shah: We are opening several design centres to improve the quality and standardise the same. The hon lady Member is correct; our

handicrafts are very much appreciated in foreign countries

Shri Sadhan Gupta: May I know whether, in addition to our exhibits being admired at the Fair, any orders have been received as a result of the exhibition of our handicrafts at that Fair? If so, what is the extent of the orders?

Shri Manubhai Shah: During the last three years, we have participated in about 18 international exhibitions in foreign countries and the orders directly received as a result of exhibitions run into about Rs 6 lakhs But more than that there is a lot of indirect commerce generated as a result of this propaganda and publicity

Shri Heda: As a result of this Fair, a certain interest would have been created in Indian handicrafts What steps of a permanent nature are being taken to exploit that interest?

Shri Manubhai Shah: The whole work of the Handicrafts Board is actuated and directed towards that end

श्री विभूति मिश्र जिन चीजों का जनता में अधिक पसन्द किया गया उन की गुणकारिता बढ़े, इस के लिए सरकार क्या प्रयत्न कर रही है ?

श्री मनुभाई शाह जैसा कि मैं ने कहा है, बनारसी स्टील्ज आइवरी गुड्स और उड़ीसा और महाराष्ट्र की टाई एंड डाई साड़ीज को स्टैंडडाइज करने और उनकी क्वालिटी इम्प्रूव करने के लिए सब इमदाद दी जाती है ।

Second Five Year Plan Targets

†

*146. { **Shrimati Tarkeshwari Sinha.** **Pandit M. B. Bhargava:**

Will the Minister of **Planning** be pleased to state whether the production in different spheres specially in Agriculture, Industry and Minerals and progress in the field of Community projects, National Extension Service and irrigation and power have been up to schedule so far under the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): Attention is invited to a brief review of the progress of the Plan during 1956-57 issued on the 28th June, 1957 A copy is placed on the Table of the House [*See* Appendix I, annexure No 39] As stated in the review a comprehensive study of progress during 1956-57 will be undertaken when more detailed information becomes available

Shrimati Tarkeshwari Sinha: It was decided by the Planning Commission to increase food production by 40 per cent It was also expected that food production for the first year would be of the order of 2 6 million tons Now the actual estimated production has gone down to 1 4 million tons May I know what was the cause of this over-estimation? Is it that the Planning Commission had no statistics or its thinking was defective in over-estimating production, or was there any serious defect in the implementation of the agricultural programme during the first year?

Shri S. N. Mishra: I may submit that the hon Member is slightly confusing the concept of the production potential and the actual production. What was stipulated was that the production potential to the extent of 2 5 million tons would be created during 1956-57 In that respect also we have to confess to our regret that probably the achievement has only been of the order of 1 5 million tons But it was not stipulated that the actual production would be 2 5 million tons It was thought production potential of that order would be created

Shrimati Tarkeshwari Sinha: In view of the fact that the Planning Commission has realised that the actual production was much short of the potential agricultural production

increase, may I know if it is again trying to revise the agricultural target in the light of the practical experience gained for the last one year?

Shri S. N. Mishra: Revising which way?

Shrimati Tarkeshwari Sinha: Lowering down the target

Shri S. N. Mishra: It is a categorical imperative to achieve the target of agricultural production The Planning Commission cannot think of revising it downwards

The Minister of Labour and Employment and Planning (Shri Nanda): May I add that there were some special circumstances affecting production during this period, droughts, floods etc? We expect that we will have more favourable conditions so far as nature is concerned As far as human effort is concerned, we are making increased outlays and also trying to improve the administration

Shri Bimal Ghose: Now that we are in the seventh year of our planning, have Government set up any machinery to ensure that the progress report in respect of a particular year would be made available within a certain period after the year is over?

Shri S. N. Mishra. That is indeed our intention and also our effort now But so far information has been slow in coming from the States, and we have to confess that there would be some time-lag So far as the progress report of this year is concerned, I think a comprehensive review would be available by sometime in September

Shri Bimal Ghose: I presume that the Government are not yet able to say as to by what time the progress report of a particular year might be made available That is the position

Mr. Speaker: Evidently, he is not able to say

Shri S. N. Mishra: So far, we have not laid down any firm date for this.

Shrimati Tarkeshwari Sinha: One of the reasons given by the hon. Minister is that agricultural production up to that extent was not possible because of floods and non-utilisation of irrigation waters by the peasants May I know how far that water was not utilised because of defective planning in creating dams and not creating channels to take the water from those dams, and how far was the defect due to the inability of the peasants to take the water?

Mr. Speaker: We are going into too many details

Shrimati Tarkeshwari Sinha: No, Sir, this is a very important question Even the National Development Council this time has taken very serious note of it I want a clarification from the Minister

Shri Nanda: May I first make it clear that when we create irrigation potential, it is understood that the facilities are not going to be utilised 100 per cent in the course of the year or even the next? The usual expectation is that it takes about ten years to bring those irrigation facilities to the maximum use But in the conditions in which we are now functioning, we have not to wait that much We are trying to see that it is expedited and earliest use is made Non-utilisation does not arise very much from non-provision of canals etc, but there is a factor of development, that is, changing these areas from dry farming to wet farming This takes some time—the preparation of the land, and preparation of the farmer for that purpose We are trying to do our utmost to see that this delay is reduced to the minimum

Indian Nationals in East Pakistan

†

*147. **Shri Kasliwal:**
Shri Mahanty:
Shri Raghunath Singh:
Shri D. C. Sharma:

Will the **Prime Minister** be pleased to state whether Indian nationals in East Pakistan are being subjected to discrimination in appointment in private firms?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): Yes, Sir Some instances of such discrimination have been brought to the notice of the Government of India In all these cases the firms in Pakistan have been obliged to dispense with the services of Indian nationals because the Pakistan authorities refused to renew the 'F' category visas of the employees who are Indian nationals

Shri Kasliwal It appears from press reports that in pursuance of its policy of squeezing out Indians from working in Pakistan, the Pakistan Government has been adopting various methods, one of which, as the hon Deputy Minister said is the refusal of visas, and pressure being brought to bear on foreign firms not to employ Indians May I know whether Government have any information as to what other methods have been adopted by the Pakistan Government to turn Indians out of Pakistan?

Shrimati Lakshmi Menon: They have instructed all private firms to employ only people with F category visas and they refuse to renew these visas The argument of the firms is that they have instructions from the Pakistan Government that they should employ Pakistani nationals wherever possible

Shri D. C. Sharma How many citizens of East Pakistan are employed in Indian firms in West Bengal and is any discrimination being practised against them by the Government of India?

Shrimati Lakshmi Menon: I have no figures

श्री रघुनाथ सिंह : क्या यह सत्य है कि इस वक्त हिन्दुस्तान में पाकिस्तान के २,४०,००० आदमी एम्पलायड हैं ?

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री (श्री जवाहरलाल नेहरू) : ठीक तादाद तो मालूम नहीं है, लेकिन मुमकिन है कि हों ।

Shri A. C. Guha: What steps are Government taking as regards those Indian nationals who have been refused 'F' category visas? Are Government thinking of taking similar action regarding Pakistan nationals in India, particularly in West Bengal?

Shri Jawaharlal Nehru: To answer the second part of the question, one has to remember that the Government have laid down certain rules for the registration of Pakistani nationals in India We have taken and we propose to take no discriminatory steps But we did want this registration and the date was 31st May, it was extended to 30th September

As for taking steps in regard to those Indian nationals in Pakistan who did not gain employment apart from protesting and drawing the attention of the Pakistan Government to this matter, I do not know what else the hon Member would like us to do

Shri A C. Guha May I know if some of the Ministers of the East Bengal Government and also the Pakistan Central Government came and discussed this matter either with the Central Government or with the West Bengal Government and may I know the result of that discussion?

Shri Jawaharlal Nehru I do not know about any recent discussion But three months ago they came because they had heard about our new rules for registration of Pakistani nationals here And, when we explained the situation about them, they were satisfied I am not aware if any other aspect was discussed at that time

Shri H N Mukerjee. May I know if steps are being taken to remove the fear in the minds of Pakistani nationals who have worked for generations in West Bengal and in Assam for their living that they might at any moment be thrown out of their jobs—and are sometimes being so thrown out—particularly when the Pakistan Government exploits these instances in order to work up hostile

feeling against India and discrimination against our nationals?

Shri Jawaharlal Nehru: I have just said that we made it perfectly clear that there is going to be no such throwing out by discrimination on this side. But, it is also true that there is a great deal of agitation in Pakistan in the Press etc. that we were doing that to justify, presumably, what they might do on their side. But, we have not done that and we do not intend doing that either and we have, therefore, extended the period for registration.

Shri R. Ramanathan Chettiar: May I know whether, in view of Pakistan's discriminatory policy towards Indian nationals employed in private firms, our Government will seriously consider the question of having a reprisal policy in regard to Pakistani nationals employed in Indian firms in India?

Shri Jawaharlal Nehru: The Government of India does not, in this and other matters, follow policies laid down by the Government of Pakistan. We are entirely against reprisals.

Shri A. C. Guha: Is it not true that in all such matters the relations or dealings between the Indian Government and the Pakistan Government are on a reciprocal basis?

Shri Jawaharlal Nehru: No, Sir; they are not. We follow a different policy in many matters, which, I think, is a better, a higher and more decent policy.

Raja Mahendra Pratap: May I know whether it should not really be considered that certain thoughts create this situation and if we were to change those thoughts of the people in Pakistan such situations will not arise?

Shri Jawaharlal Nehru: We would give every opportunity to the hon. Member to go to Pakistan to change the thoughts of the Pakistanis.

Raja Mahendra Pratap: I wish you could send me.

Shri Tyagi: He may be given a passport.

कर्मचारियों को भविष्य निधि की सुविधायें

*१४८. **श्री विभूति मिश्र** : क्या **श्रम और रोजगार** मंत्री यह बताने की कृपा करेंगे कि :

(क) किन किन उद्योगों में कर्मचारी भविष्य निधि अधिनियम १९५२ के अन्तर्गत श्रमिकों को भविष्य निधि की सुविधायें प्राप्त हैं;

(ख) क्या सरकार ने अन्य व्यवसायों के कर्मचारियों को भविष्य निधि की सुविधायें देने की कोई योजना बनाई है; और

(ग) यदि हां, तो यह कब लागू होगी ?

श्रम उपमंत्री (श्री आबिद अली) : (क) विवरण सभा की मेज पर रख दिया गया है । **[देखिये परिशिष्ट १, अनुबन्ध संख्या ४०]**

(ख) दूसरी पंच वर्षीय योजना की सिफारिश के अनुसार, प्रोविडट फंड योजना में ऐसे उद्योगों और व्यापारिक संस्थाओं को शामिल करने के बारे में विचार किया जा रहा है, जिनमें १० हजार से अधिक कर्मचारी हों ।

(ग) जरूरी कार्रवाई पूरी होते ही योजना लागू कर दी जायगी ।

Shri Tangamani: The answer may be read out in English, Sir.

Mr. Speaker: Yes.

The Deputy Minister of Labour (Shri Abid Ali): (a) A statement containing the requisite information is placed on the Table of the House. [*See* Appendix I, annexure No. 40]

(b) As recommended in the Second Five Year Plan, the question of extending the Employees' Provident Funds Act to industries and commercial establishments having a com-

plement of workers exceeding 10,000 is under examination.

(c) As soon as the necessary enquiries are completed.

श्री विभूति मिश्र. मैं यह जानना चाहता हूं कि जहां बहुत सी चीनी मिलों में मजदूरों का प्राविडेंट फंड खोल कर के अलग नहीं रखा जाता है और मिल मालिक उसको जैनरल फंड में ही रख देते हैं वहां क्या सरकार कोई ऐसा इंतिजाम करेगी कि मजदूरों का हिस्सा और मिल मालिकों का जो हिस्सा है वह अलग अलग पोस्ट आफिस में जमा हो या कोई दूसरा अलग से इंतिजाम हो ?

श्री आबिद अली. अगर कोई मिल मालिक ऐसा करता है तो वह कायदे के खिलाफ जाता है । कायदे के अनुसार यह चीज गवर्नमेंट सिक्योरिटीज में जानी चाहिए । अगर कहीं ऐसा न होता हो और उसका इल्म माननीय सदस्य को हो तो वह हमारे नोटिस में लायें और हम उस पर अमल कार्रवाई करेंगे ।

Shri Tangamani: In view of the fact that plantations are also included since April, 1957, may I know whether the Government is in a position to say whether all the plantations have enforced this?

Shri Abid Ali: Yes, plantations namely, tea—except in the State of Assam where the plantations are covered by a State enactment—coffee, rubber, cardamom and pepper

Shri T. N. Singh: The answer may be clarified, whether it means 10,000 employees in an establishment or 10,000 in the whole industry

Shri Abid Ali: Both, 10,000 in one establishment or 10,000 in the industry. Both can be covered.

Shri T. N. Singh: In each class of industry?

Shri Abid Ali: A particular industry having 10,000 workers or an establishment having 10,000 workers.

Shri Tangamani: In view of the hon. Minister's reply, may I know whether the plantations in the south, particularly in the Anamalais and the Nilgiris have implemented these recommendations?

Shri Abid Ali: I have already said that it will cover these plantations about which I have made mention, wherever they are situated.

Shri T. N. Singh: May I know whether Government are aware of instances where the provident fund is not being put to proper use by the employers or are not properly invested and there are no proper accounts for individual workers; and can Government point out a single instance where action has been taken against the employers?

Mr. Speaker: How does it arise out of this question?

Shri T. N. Singh: The hon Minister in reply to a supplementary question said that there may be cases where the provident fund is not properly accounted for

Shri Abid Ali: In some cases we have taken action, prosecutions have been launched and the property of the defaulting employers has also been attached

Industries in Orissa

*149. **Shri S. N. Dwivedy:** Will the Minister of **Commerce and Industry** be pleased to state·

(a) the new industries proposed to be established in Orissa during the Second Five Year Plan; and

(b) whether the Government have received any proposals from the Government of Orissa in this matter?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A statement giving the information is placed on the Table of the House. [*See* Appendix I, annexure No 41].

Shri S. N. Dwivedy: From the statement it is not clear as to what are the recommendations sent by the Government of Orissa. They have only given a list of the industries that are to be started.

Shri Manubhai Shah: If the hon. Member sees the statement, he will see that item 2 really includes some of the proposals made by the Government of Orissa and accepted by the Planning Commission and the Government of India. As far as item 3 is concerned, they are the industries sponsored by private companies and most of the items between the Orissa Government and the Central Government have been covered by the statement.

Shri S. N. Dwivedy: Excepting the Rourkela Steel Plant which was started some years ago, may I know whether any of the industries mentioned in this list have started working?

Shri Manubhai Shah: Steps are being taken about the Rourkela Fertilizer Factory and that is also likely to come in the Second Plan

Shri S. N. Dwivedy: May I know whether it has been examined that none of the industries for which licences have been given to private enterprise can be taken up by the State either in the provincial or central sphere?

Shri Manubhai Shah: For the first part of the question asked by the hon. Member, no licence is given without a very thorough consideration. Every aspect of the industry is taken up before a licence is granted.

For the second part whether the State Government can do it or not, I may have to say that under the industrial policy statement categories have been prescribed—Schedules A, B and C. All these things in item 3 are under Schedule C.

Nagas

†

*150. **Sh. D. C. Sharma:**
Dr. Ram Subhag Singh:
Shri M. L. Dwivedi:
Shri Raghunath Singh:
Shri Bibhuti Mishra:
Shri Panigrahi:
Shri H. N. Mukerjee:

Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No. 389 on the 27th May, 1957 and state:

(a) the number of hostile Nagas who have since surrendered to Government;

(b) the number of arms surrendered by the hostiles since the beginning of this year; and

(c) how far the situation has improved in the North East Frontier Agency areas?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) 4 (up to 15th June 1957). In addition, as the House may be aware, a large number of Nagas has recently surrendered in the Naga Hills District.

(b) There are no separate figures available for arms surrendered by the hostiles in the North East Frontier Agency. The total figure including the arms surrendered in Naga Hills District of Assam in this period is 137.

(c) As previously stated, the situation in general has been brought under control. As a result of pursuing the policy of firm action against violent hostile elements and at the same time maintaining a friendly approach, the incidence of hostile activities has declined markedly. Government have also succeeded in securing a larger degree of co-operation from the people of the area.

Shri D. C. Sharma: What steps has the Government taken to protect the loyal Nagas who are co-operating with the Government against the activities of the hostile Nagas?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The question as framed refers to the North East Frontier Agency. In order to remove any misunderstanding, I may say that the Naga Hills district is not in the North East Frontier Agency In fact in the NEFA area there is very little trouble It is in a different area—that is in the Naga Hills district—which is under the Assam Government Presumably, the hon Member's intention was to enquire about what was happening in the Naga Hills district although the words used are NEFA

About the steps that are being taken to protect the loyal Nagas, I may say that normal steps that are taken to give protection are taken I do not know how to answer it differently A little time back, in order to give protection and to prevent hostile elements from raiding the buildings, in certain large areas, where people were spread out in odd places they were encouraged to come in a particular place where there were arrangements for protection, feeding etc This policy has met with considerable success

Shri Gajendra Prasad Sinha: May we have an approximate idea of the hostile Naga leaders who have not yet surrendered—the number?

Shri Jawaharlal Nehru: I do not know the number of leaders Some have surrendered and some have not I could not give the exact number of the leaders who have not yet surrendered

Raja Mahendra Pratap: May I know ... (*Interruptions*)

Mr. Speaker: I am calling Shri Mukerjee

Shri H. N. Mukerjee: May I know if, in the Prime Minister's view, it is not about time for, apart from necessary punitive measures, the Government seeking to conciliate the Nagas by such offers as the long awaited amendment of the Sixth Schedule to the Constitution in the interest of the tribal people?

Shri Jawaharlal Nehru: I do not know what the hon. Member means by saying it is about time. That has been our policy throughout, right from the beginning. The punitive measures have not been considered by us as the only way to deal with the situation In fact, in the last month or two, discussions have taken place with various leading elements there about the present and to some extent about the future . I have stated many times that we are perfectly prepared to consider amendments to the Sixth Schedule in consultation with the people concerned and that there is no difficulty about that But, it is difficult to consider these detailed amendments unless the law and order situation is completely restored

Shri Ranga: May I know whether the Government has received any report from the Governor of Assam that far too much publicity has been given to the activities that are going on in this very small part of the eastern frontier?

Shri Jawaharlal Nehru: I do not know The Governor of Assam writes to us frequently about this question. It is true that persons who may not be considered very friendly to India are giving free publicity to these in foreign countries, more especially in our neighbour country

Shri Jaipal Singh: In view of the fact that a good deal of the feeding of this hostility comes from a territory which is almost no man's land to the east of the Indian territory near North Burma and South Lushai Hills, may I know whether the Government has done anything whatever to isolate that hostile activity from being fed from the territory to the east of the Naga Hills district and south of the Lushai Hills?

Shri Jawaharlal Nehru: That is a question which I am unable to answer without enquiry Broadly speaking, it seems natural that such policy as suggested by the hon Member should be followed and I presume it has been followed

Raja Mahendra Pratap: The hon. Prime Minister has not answered my question: whether or not it is to be stopped and stayagraha line should be adopted.

Mr. Speaker: The Prime Minister has no objection to the hon Member starting satyagraha He wants satyagraha to be undertaken by the Government

WRITTEN ANSWERS TO QUESTIONS

Gurudwaras in Pakistan

*133. **Pandit D. N. Tiwary:** Will the **Prime Minister** be pleased to state·

(a) whether the Committee of the Shiromani Gurudwara Prabandhak committees had submitted any proposal to Government for securing proper protection to Gurudwaras in Pakistan by stationing Sikh stewards in all the Gurudwaras in Pakistan; and

(b) if so, the action taken in the matter?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes The Shiromani Gurdwara Prabandhak Committee sent a proposal, through the Government of Punjab, that the Government of Pakistan be moved to agree to the posting of Sewadars in all the historical Gurudwaras in Punjab (Pakistan)

(b) The Pakistan Government were approached but they turned down the proposal in February, 1957 The matter is under further examination in consultation with the Government of Punjab

Coconut Oil

*144. **Shri S. C. Samanta:** Will the Minister of **Commerce and Industry** be pleased to state.

(a) the percentage of requirements of coconut oil that is likely to be met from the indigenous production in 1957;

(b) the quantity of coconut oil and copra imported during the year 1956-57;

(c) how far the Indian Central Coconut Committee has helped in producing more coconut in the country during the last five years; and

(d) whether imports have decreased thereby?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) About 73 per cent

(b) Coconut Oil, 15,115 tons

Copra· (During April-December, 1956) 69,191 tons

(c) The Committee has helped to increase production by conducting research, implementing development schemes, carrying on propaganda and sanctioning Grants-in-Aid to State Governments

(d) Yes, Sir

Arrest of Indian Officials in Pakistan

*151. **Shri D. C. Sharma:**
Dr. Ram Subhag Singh:
Shri M. R. Krishna:
Shri Mahanty:
Shri Supakar:
Shri Bibhuti Mishra:
Shri Vajpayee:
Shri Radha Raman:

Will the **Prime Minister** be pleased to refer to the reply given to Short Notice Question No 1 on the 14th May, 1957, and state·

(a) whether the Government have considered the report of the Government of Pakistan regarding the treatment meted out by police to two senior officials attached to the Indian Deputy High Commission at Lahore; and

*Expunged as ordered by the Chair

(b) if so, the reaction of Government thereto?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) and (b) Government of India have not so far received any report from the Government of Pakistan regarding the treatment meted out by Pakistan police to two diplomatic officers attached to the Indian Deputy High Commission at Lahore

Slum Clearance Seminar

*152. **Shri Radha Raman:** Will the Minister of Works, Housing and Supply be pleased to state

(a) whether Government are aware of the fact that a slum clearance seminar was held at Bombay in May, 1957,

(b) if so, whether any person represented the Central Government in the Seminar, and

(c) whether it has made any recommendations to the Government of India and the action taken thereon?

The Deputy Minister of Works, Housing and Supply (Shri Anil K Chanda): (a) Yes, Sir

(b) Shri C B Patel, Housing Adviser to the Government of India represented the Central Government in the Seminar

(c) The recommendations of the Seminar are still awaited

Newsprint Factory in Andhra

*153. **Shri T. B Vittal Rao:** Will the Minister of Commerce and Industry be pleased to state

(a) the progress made so far with regard to setting up of a newsprint factory at Nizamabad, Andhra Pradesh,

(b) whether any project report has been called for from any firm or firms, and

(c) whether any time limit has been fixed for the submission of the project report?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) to (e) A preliminary technical report was received from a West German firm with whom negotiations are still in progress for securing suitable terms of collaboration After the terms are finalised, the question of project report will arise

Integrated Heavy Machine Building Plant

*155. **Shrimati Tarkeshwari Sinha:**
Shri M. L. Dwivedi:
Dr. Ram Subhag Singh.

Will the Minister of Commerce and Industry be pleased to state

(a) whether any final decision in regard to the location of the integrated heavy machine building plant to be set in collaboration with the U S S R has been taken, and

(b) if so, the nature of the same?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) The U S S R team had recommended a site near Ranchi in Bihar which has been provisionally selected subject to certain tests which are now in progress

कारीगरों का प्रशिक्षण

*१५६ **श्री बिभूति मिश्र** क्या वाणिज्य तथा उद्योग मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार ने बड़े बड़े कारखाने चालू करने से पहले कुशल और दक्ष कारीगरों को प्रशिक्षित करने की कोई योजना बनाई है,

(ख) यदि हां तो क्या विभिन्न विदेशी सरकारों से कुशल और दक्ष कारीगरों को प्रशिक्षित करने के बारे में बातचीत चल रही है, और

(ग) यदि हां, तो योजना का सामान्य ब्योरा क्या है ?

उद्योग मंत्री (श्री मनुभाई शाह) . (क) विभिन्न प्रकार के कारखानो के लिए प्रशिक्षित कर्मचारियो की आवश्यकताओ में बहुत अधिक फर्क होता है । ऐसी हालत में सभी बडे कारखानो की तरह तरह की आवश्यकताए पूरी करने के लिए एक ही व्यापक योजना बनाना सभव नही है । इसलिए बडे बडे कारखाने चालू करने मे पहले कुशल और दक्ष कारीगरो के प्रशिक्षण की कोई सामान्य योजना नही बनायी गयी है । लेकिन हर एक कारखाने की योजना बनाते समय ऐसे सभी वर्गों के कर्मचारियो के प्रशिक्षण का काफी प्रबन्ध करन आवश्यक होता है जिनकी जरूरत कारखाना चालू हो जाने पर हुआ करती है । इसी लिए प्राविधिक सलाहकारो से किये गये करारो मे अनिवार्य रूप से यह तय कर लिया जाता है कि वे हमारे कर्मचारियो को भारत मे और अपने देश के कारखानो मे प्रशिक्षण देने का इन्तजाम करेंगे ।

(ख) जिन मामलो मे सरकारी स्तर पर प्राविधक सहयोग का प्रबन्ध किया जाता है, उन मे सम्बन्धित विदेशी सरकार से प्रशिक्षण की सुविधाए देने के बारे मे बातचीत की जाती है । दूसरे मामलो मे योजना से सम्बन्धित विदेशी सलाहकार फर्म से प्रशिक्षण का इन्तजाम करने के लिये बातचीत होती है ।

(ग) विविध कारखाना की प्रशिक्षण सम्बन्धी योजनाओ के विवरण इकट्ठे किये जा रहे हैं और वे सभा की मेज पर उपस्थित कर दिये जायेंगे

A.I.R. Station at Jullundur

*157. **Shri D. C. Sharma.** Will the Minister of **Information and Broadcasting** be pleased to state

(a) whether it is a fact that there is a scheme for the development and improvement of the All India Radio Station at Jullundur,

(b) if so, the progress made so far; and

(c) the total outlay on the scheme?

The Minister of Information and Broadcasting (Dr. Keskar): (a) to (c). There is no scheme for any large scale development of Jullundur Station Steps are being taken to make improvements in the Station both regarding equipment and programmes. A statement detailing these is placed on the Table [See Appendix I, annexure No 42]

Mr. Dulles' Statement on Kashmir

*158. **Shri Harish Chandra Mathur:**
Shri D. C. Sharma:

Will the **Prime Minister** be pleased to refer to the reply given to Short Notice Question No 6 on the 30th May, 1957 and state

(a) whether reply to the subsequent communication by Government of India to U S A has since been received, and

(b) if so, the nature of the reply received?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) No

(b) Does not arise

Tennis Balls

84. **Shri V. P. Nayar:**
Shri Easwara Iyer:

Will the Minister of **Commerce and Industry** be pleased to state

(a) the quantity and the value of tennis balls imported during 1955-56 and 1956 57, and

(b) whether Government have considered the possibility of starting a tennis ball maunfacturing plant in Kerala or in any other State?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) As statistics of import of tennis balls were not recorded separately till December, 1956, in the Import Trade Classification, import figures for the years in question are not available. Imports of tennis balls during January and February, 1957, were as under:

Quantity	Value
2724 dozen	Rs. 45,000/-

(b) No, Sir. The development of the Rubber Goods Industry has been left to the Private sector and an Indian firm, in collaboration with a British firm, has started trial production of Tennis Balls at Calcutta. This unit is likely to start regular production during the course of this year.

Crude Drugs

85. **Shri Easwara Iyer:**
Shri V. P. Nayar:

Will the Minister of Commerce and Industry be pleased to state the present position of the extraction of active principles from crude drugs in our country?

The Minister of Commerce and Industry (Shri Morarji Desai): The following active principles are being extracted from crude drugs in the country:

	Capacity
1. Quinine and its salts.	18c,ccc lbs. per annum.
2. Morphine and Codeine	2,816 lbs. per annum.
3. Emetine Hydrochloride	415 lbs per annum
4. Ephedrine	3,900 lbs. per available
5. Reserpine.	12 Kg. per annum
6. Caffein.	Not available

In addition, a number of pharmaceutical Works in the country produce extracts and tinctures of vegetable drugs. The capacity for such products is estimated at over 2 million gallons

Slum Clearance

86. **Shri Ram Krishan:**
Shri Warrior:
Shri Morarka:
Shri Kodiyan:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total number of projects received from States under Slum Clearance Scheme so far, State-wise; and

(b) the total expenditure by way of subsidy and loan incurred so far, project-wise?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) A statement is placed on the Table. [*See* Appendix I, annexure No 43].

(b) Out of twelve Slum Clearance Projects costing Rs. 39.94 lakhs sanctioned so far, a sum of Rs. 82,750/- has been disbursed as loan to the Government of Madras for their Namasivayapuram Slum Improvement Project.

Export of Iron Ore

87. **Shri Ram Krishan:** Will the Minister of Commerce and Industry be pleased to state the total quantity of iron ores in tons exported during 1957 so far (country-wise)?

The Minister of Commerce and Industry (Shri Morarji Desai): A statement showing exports of iron ore during January 1957 to April 1957 is placed on the Table [*See* Appendix I, annexure No 44] Figures for subsequent months are not available

Cement

88. **Shri Ram Krishan:** Will the Minister of Commerce and Industry be pleased to state

(a) the quantity of cement produced in the country during 1956-57 (factory-wise); and

(b) the quantity of cement imported country-wise during the same period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). Two statements are placed on the Table [*See* Appendix I, annexure No. 45]

निर्माण, आवास और संभरण मंत्रालय के कर्मचारी

८६ श्री बाल्मीकी, क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि

(क) पिछले सात वर्षों में मंत्रालय में कितने लोअर डिवीजन और अपर डिवीजन क्लर्क भर्ती किये गये,

(ख) उनमें से कितने क्लर्क अनुसूचित जातियों और अनुसूचित आदिम जातियों के थे, और

(ग) क्या अनुसूचित जातियों और अनुसूचित आदिम जातियों के लिये रक्षित जगहें भर ली गयी हैं ।

निर्माण, आवास और संभरण मंत्री (श्री क० च० रेड्डी) (क) से (ग) यह आकड़े इकट्ठे किये जा रहे हैं और तैयार होने पर सभा को मेज पर रख दिये जायेंगे ।

Employees Provident Fund

90. Shri Keshava: Will the Minister of **Labour and Employment** be pleased to state

(a) what is the opening balance of the Employees Provident Fund on the 1st April, 1957, and

(b) the amount spent out of this in 1956-57?

The Deputy Minister of Labour (Shri Abid Ali). (a) Rs 28 54 crores

(b) Rs 1,36 crores (Rs 1 16 crores refunded to members etc and Rs 0 20 crores spent on administration expenses) This amount was spent out of the balance on 1st April, 1956

Himachal Pradesh Transport Workers Union

91. { Shri Punnoose / Shri Vasudevan Nair:

Will the Minister of **Labour and Employment** be pleased to state.

(a) whether it is a fact that the Himachal Pradesh Transport Workers Union is proposing to launch a peaceful strike, and

b) whether Government propose to intervene in this matter and consider the workers' grievances?

The Deputy Minister of Labour (Shri Abid Ali): (a) No notice of strike has been received by the authorities

(b) Does not arise at present

Labour Acts

92 { Shri Vasudevan Nair. / Shri Punnoose:

Will the Minister of **Labour and Employment** be pleased to state the number of employers prosecuted and convicted for not implementing Payment of Wages Act, Factories Act, Adjudication Award and Minimum Wages Act in 1955, 1956 and 1957 (State and Industry-wise)?

The Deputy Minister of Labour (Shri Abid Ali): The required information in respect of persons prosecuted and convicted in employments in the central sphere for offences under the Minimum Wages Act and Payment of Wages Act and for non-implementation of adjudication award is given in the statements I to VI placed on the Table [*See* Appendix I, annexure 46] Information regarding industries in the State sphere is not available Similar information insofar as the Factories Act is concerned is also not available as enforcement of the Act is the responsibility of State Governments

Purchase of Tobacco by Russia

93 Shri Bali Reddy Will the Minister of **Commerce and Industry** be pleased to state the quantity of tobacco purchased by Russia from individual dealers and through the State Trading Corporation of India (Private) Ltd, during the year 1956?

The Minister of Commerce and Industry (Shri Morarji Desai): U S S R. has not purchased any tobacco from

the State Trading Corporation (Private) Limited during 1956.

Private traders exported 22,57,667 lbs. to U S.S.R. in the same year.

Second Pay Commission

94. **Shri D. C. Sharma:**
Shrimati Tarkeshwari Sinha:
Shri Bhakt Darshan:

Will the Minister of **Labour and Employment** be pleased to state·

(a) whether Government have sent a communication to the State Governments to gauge the strength of the demand for a Second Pay Commission;

(b) if so, what is the nature of the communication; and

(c) what are reactions of State Governments?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c) An informal enquiry was made to ascertain the position in the States Replies have not been received

Gandhi Samadhi Design

95. **Shri D. C. Sharma:**
Shri Bhakt Darshan:

Will the Minister of **Works, Housing and Supply** be pleased to refer to the reply given to Starred Question No 113 on the 17th of May, 1957 and state the decision taken regarding the selection of design for the construction of Gandhi Samadhi?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): Recommendations of the Board of Assessors have been received. No decision regarding the selection of a design has yet been taken.

Portuguese case in the International Court of Justice

96. **Shri D. C. Sharma:**
Shri S. C. Samanta:

Will the **Prime Minister** be pleased to refer to the reply given to Unstarred Question No. 5 on the 14th of May, 1957, and state when the case filed by Portugal against India in the International Court of Justice is likely to come up for hearing?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The International Court of Justice has fixed August 15, 1957, as the time limit for the submission by Portugal of a written statement of its observations and submission on the Preliminary Objection presented by the Government of India's Agent on the 15th April, 1957. The hearing of the Preliminary Objection is likely to take place during the last week of September 1957.

Hindi Type-Writers

97. Shri Mahanty: Will the Minister of **Works, Housing and Supply** be pleased to state

(a) whether Hindi Type-writers are hired by the various Departments and Ministries of Government,

(b) if so, the rate at which rent is paid, and

(c) the total rent paid by Government during 1956-57?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Yes, as and when required

(b) and (c). The information is being collected and will be laid on the Table of the House in due course.

India Supply Mission, Washington

98. Shri R. J. Rao: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) what goods were purchased by the Indian Supply Mission, Washington in the year 1956-57;

(b) the value of the goods so purchased; and

(c) whether any stores were procured by the India Supply Mission, Washington in the year 1956-57 under the various Aid Agreements?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Foodgrains, Plant and Machinery, Vehicle Spares, Scientific Instruments, and other specialised stores not available elsewhere or which were purchased under the various Aid Agreements:

(b) Rupees 85 Crores approximately.

(c) Yes.

Asoka Hotel

99. **Shri R. J. Rao:**
Shri Supakar:

Will the Minister of **Works, Housing and Supply** be pleased to state whether the construction of Asoka Hotel is complete?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): The work on the main building has been practically completed The stone work is, however, in progress on the chhatries in the terrace, on the viaduct and parapets. Plinth protection and Storm water drains are under construction in the staff quarters All these works are expected to be completed by the end of August 1957

Textiles Export Trade

100. **Shri Heda:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the export trend of our textiles has been downward;

(b) if so, the figures for the last 5 years;

(c) which are the places or countries where our exports are decreasing fast; and

(d) what measures are being taken to remedy the loss of trade?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (d). The question apparently refers to Cotton Textiles. A statement giving the required information is placed on the Table.

[*See* Appendix I, annexure No. 47].

Low-Income Housing Scheme

102. **Shri L. Achaw Singh:** Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) the amount of housing loan sanctioned for low income group officers of the Manipur Administration during 1956-57;

(b) how many applications were received from low income group officials of Manipur Administration during the year 1956-57 and how applicants were granted housing loans; and

(c) the amount of loan actually granted to the applicants?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) Rs. 2,61,302/-

(b) 133 applications were received out of which 45 applications were sanctioned. First instalments of the loans were given to 42 officials.

(c) Rs 49,258/10/-

Purchase of Stores

103. **Shri Heda:** Will the Minister of **Works, Housing and Supply** be pleased to state

(a) the total value of stores purchased by the Government of India in the last three years *viz.* 1954-55, 1955-56, 1956-57 from—

(i) Small Scale Industries.

(ii) Cottage Industries.

(iii) Khadi; and

(iv) other indigenous sources; and

(b) whether Government have laid down any policy in this regard?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): A statement is furnished below:—

(a)

Year	* Cottage and Small Scale Industries	Khadi & Khadi Products	Other indigenous sources
	(value in crores of rupees)		
1954-55	0.73	0.32	45.52
1955-56	2.23	1.18	72.46
1956-57	2.14	0.69	90.03

(b) Yes. Instructions have been issued to the effect that indigenous stores should be purchased as far as possible, and that for this purpose price preference in suitable cases, on merits may be allowed. Similarly, with a view to encouraging purchases from Small Scale Industries and Cottage Industries, price preference is permissible on merits, *vide* Resolution No. Pur-1.4(1) dated the 20th June, 1952 a copy of which is placed on the Table.

[*See* Appendix I, annexure No 48].

Unemployment

104. **Shrimati Ila Palchaudhuri:**
Shri S. M. Banerjee:
Shri Sampath:

Will the Minister of **Labour and Employment** be pleased to state the latest unemployment situation in the country in respect of educated persons and skilled and unskilled labour?

The Deputy Minister of Labour (Shri Abid Ali): The number of unemployed persons registered with Employment Exchanges at the end of May, 1957 was 7,82,933 consisting of 59,136 skilled and semi-skilled workers, 4,01,264 unskilled workers and 3,22,533 others.

Among the total registered unemployed 2,35,946 were educated persons.

No other statistics are available regarding the unemployment situation.

Organisation and Methods Division

105. Shri Maniyangadan: Will the **Prime Minister** be pleased to state what is the strength of the Organisation and Methods Division of the Cabinet Secretariat as a whole and in each Ministry?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): A statement showing the strength of the Organisation and Methods Division of the Cabinet Secretariat and of the O & M Units in each Ministry, as on 31st May, 1957 is placed on the Table [*See* Appendix I, annexure No 49]

Broadcasts in Tripura Language

106. Shri Dasaratha Deb: Will the Minister of **Information and Broadcasting** be pleased to state.

(a) whether any arrangement has been made to broadcast in Tripura language from the Gauhati station of All India Radio;

(b) if so, how many personnel have already been recruited for that purpose,

(c) the items of programme that are being broadcast at present; and

(d) the steps that are being taken to recruit the best artists among the Tripura tribes?

The Minister of Information and Broadcasting (Dr. Keskar): (a) Yes, Sir, a fifteen-minute programme in Tripura language is broadcast daily from the Gauhati Station of All India Radio between 19-15 and 19-30 hours.

*Separate figures for Cottage Industries and Small Scale Industries are not available.

(b) Two persons have been recruited for the present

(c) and (d) The programme is a composite one, consisting of folk-music, news, features, etc Any further expansion or recruitment will depend on further transmitter facilities becoming available which might not be for some time to come

U.N. Committee on Hungary

107 { Shri D. C. Sharma / Shri Mahanty / Shri S. N. Dwivedi: / Shri Vajpayee·

Will the **Prime Minister** be pleased to state

(a) whether a copy of the report prepared by a U N Committee which inquired into the recent events in Hungary has been received, and

(b) if so, whether Government have so far examined it?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes, Sir, it was received a few days ago

(b) No, Sir The report is a voluminous document in two volumes, containing about 400 pages, and, is under examination

India House, London

108 { Shri D C. Sharma: / Shri Assar

Will the **Prime Minister** be pleased to state what efforts have been made to effect economy in expenditure on India House, London, during 1957?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): On June 6, 1957, the Prime Minister addressed all Heads of Missions regarding the imperative need for reducing expenditure with a view to conserve foreign exchange This has been followed by a circular letter from the Ministry of External Affairs giving details of possible measures which can be adopted by Missions abroad to effect economy of expenditure A special committee has also been formed at headquarters to consider measures for rationalisation of work both at headquarters and in Missions abroad We are at present awaiting detailed proposals from our High Commission in London regarding reduction of staff and other economy measures which it is possible for them to enforce

Diplomatic Missions

109. Shri D. C. Sharma: Will the **Prime Minister** be pleased to state:

(a) how many new Diplomatic Missions have been opened during the current year, and

(b) the names of the countries in which they have been opened?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru)· (a) and (b) None so far. But we are sending a *Charge d' Affairs en pied* to Morrocco and Assistant Commissioners to Nigeria and Uganda where new diplomatic missions are being set up this year Some other proposals are under consideration but it would not be in the public interest to disclose them

National Housing Corporation

110. { Shri D. C. Sharma: / Dr. Ram Subhag Singh: / Shri Vajpayee / Shri Radha Raman:

Will the Minister of **Works, Housing and Supply** be pleased to state

(a) whether Government propose to establish a National Housing Corporation, and

(b) if so what will be its nature?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda) (a) and (b) Government have under consideration the question of integrating the various urban housing schemes at present in force Study of this matter may indicate the need

for some kind of Central authority which would guide housing activity in all fields and ensure coordinated progress.

Transit Camps in West Bengal

111. Shri D. C. Sharma: Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether it has been decided to abolish transit camps in West Bengal; and

(b) if so, how the displaced persons from East Pakistan will be received?

The Parliamentary Secretary to the Minister of Rehabilitation and Minority Affairs (Shri P. S. Naskar): (a) No.

(b) Does not arise

Song and Drama Division

112. Shri S. C. Samanta: Will the Minister of **Information and Broadcasting** be pleased to state:

(a) the Community Project areas in different States visited by the Song and Drama Division of the Ministry since its inception in 1954;

(b) how many local troupes were organised by the Division for the production of suitable plays,

(c) how many sets of theatrical equipment for Mobile Units have been prepared so far; and

(d) how they have been utilised?

The Minister of Information and Broadcasting (Dr. Keskar): (a) The staff of the Song and Drama Division is not generally required or expected to visit project areas in different States The Field Publicity Officers and the Regional Officers visit such areas and submit reports and make recommendations on which suitable action is taken by the Division.

(b) No local troupes have been organised by the Division. The troupes from various States are registered with the Song and Drama Division on the recommendations made by the Field Publicity Officers, Regional Officers and State Governments concerned. Such recommendations are mainly based on the standard of performances, reputation, equipment and resources of the troupes

(c) No Mobile Units have so far been formed for the activities of the Division and, therefore, no equipment has been prepared for such Units.

(d) Does not arise

Welfare Board for Metal Mine Workers

113. Shri M. K. Ghosh: Will the Minister of **Labour and Employment** be pleased to state·

(a) whether Government propose to set up Welfare Board for the metal mine workers similar to those of coal and mica mines workers; and

(b) if so, when?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes, for manganese mines workers only.

(b) After Central legislation for the purpose has been enacted

---

12 hrs

PAPERS LAID ON THE TABLE

NOTIFICATION ISSUED UNDER THE EMPLOYEES' PROVIDENT FUNDS ACT

The Deputy Minister of Labour (Shri Abid Ali): Sir, I beg to lay on the Table, under sub-section (2) of Section 4 of the Employees' Provident Funds Act, 1952, a copy of the Notification No S R O 1976, dated the 15th June, 1957, extending the provisions of the Employees' Provident Funds Act, 1952 to the oxygen, acetylene and carbon-dioxide gases industry with effect from the 31st July, 1957

[Placed in Library. See No. S-113/57]

NOTIFICATION *re* AMENDMENT TO EMPLOYEES' PROVIDENT FUNDS SCHEME

Shri Abid Ali: Sir, I beg to lay on the Table, under sub-section (2) of Section 7 of the Employees' Provident Funds Act, 1952, a copy of the Notification No S R O 2146, dated the 29th June, 1957, making certain further amendment to the Employees' Provident Funds Scheme, 1952

[*Placed in Library. See* No S-114/57]

NOTIFICATIONS *re* AMENDMENTS TO DISPLACED PERSONS (COMPENSATION AND REHABILITATION) RULES

The Parliamentary Secretary to the Minister of Rehabilitation and Minority Affairs (Shri P. S. Naskar): Sir, I beg to re-lay on the Table, under sub-section (3) of Section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, a copy of each of the following Notifications making certain amendments to the Displaced Persons (Compensation and Rehabilitation) Rules, 1955 —

(1) S R O 300/R Amdt XI, dated the 26th January, 1957

(2) S R O 382/R Amdt XII, dated the 2nd February 1957

(3) S R O 434/R Amdt XIII dated the 9th February 1957

(4) S R O 1487/R Amdt XIV, dated the 11th May, 1957

[*Placed in Library See* No S-115/57]

NOTIFICATION *re* AMENDMENTS TO DISPLACED PERSONS (COMPENSATION AND REHABILITATION) RULES

Shri P. S. Naskar: Sir, I beg to lay on the Table, under sub-section (3) of Section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, a copy of the Notification No S R O 1963/R-Amdt XV, dated the 15th June, 1957 making certain further amendments to the Displaced Persons (Compensation and Rehabilitation) Rules, 1955

[*Placed in Library. See* No S-116/57]

KHADI AND VILLAGE INDUSTRIES COMMISSION RULES

The Minister of Commerce (Shri Kanungo): Sir, I beg to re-lay on the Table under sub-section (3) of Section 26 of the Khadi and Village Industries Commission Act, 1956, a copy of the Khadi and Village Industries Commission Rules, 1957, published in the Notification No S R O 1006, dated the 30th March, 1957

[*Placed in Library. See* No S-117/57]

NOTIFICATIONS *re* AMENDMENTS TO KHADI AND VILLAGE INDUSTRIES COMMISSION RULES

Shri Kanungo: Sir, I beg to lay on the Table, under sub-section (3) of Section 26 of the Khadi and Village Industries Commission Act, 1956, a copy of each of the following Notifications, making certain amendments to the Khadi and Village Industries Commission Rules, 1957 —

(1) Notification No 5(37)/57-KVE, dated the 8th June, 1957

(2) Notification No 14(20)/56-KVE, dated the 14th June, 1957

[*Placed in Library See* No S 177/57]

REPORTS OF TARIFF COMMISSION ETC

The Minister of Industry (Shri Manubhai Shah): Sir, I beg to lay on the Table, a copy of each of the following papers, under sub-section (2) of Section 16 of the Tariff Commission Act 1951 —

(1) Report (1956) of the Tariff Commission on the continuance of protection to the Antimony Industry

(2) Government Resolution No 4(2)/TB/56, dated the 1st June 1957

(3) Government Notification No 4(2)/TB/56, dated the 1st June, 1957

(4) Statement under proviso to Section 16(2) of the Tariff Commission Act, 1951, explaining the

[Shri Manubhai Shah]

reasons why the documents referred to at (1) to (3) above could not be laid within the period prescribed under the said section

[*Placed in Library See* No S-118/57]

"(5) Report (1957) of the Tariff Commission on the continuance of protection to the Cotton and Hair Belting Industry

(6) Government Resolution No 6(1)/TP/57, dated the 8th June, 1957

(7) Statement under proviso to Section 16(2) of the Tariff Commission Act, 1951, explaining the reasons why the documents referred to at (5) and (6) above could not be laid within the period prescribed under the said section

[*Placed in Library See* No S-119/57]

(8) Report (1957) of the Tariff Commission on the continuance of protection to the Wood Screw Industry

(9) Government Resolution No 35(1)/TP/57, dated the 29th June, 1957

[*Placed in Library See* No S-120/57]

Shri Sonavane (Sholapur Reserved—Sch. Castes) Under item 6, two notifications are laid on the Table making certain amendments to the Khadi and Village Industries Commission Rules May I know what is the purpose and what is the necessity for changing the rules? Can we have some explanation in this matter?

Mr. Speaker. The hon Member will kindly look into those amendments and table questions I will allow him an opportunity to put these questions

PETITIONS re FINANCE (NO 2) BILL AND CENTRAL EXCISES AND SALT ACT

Secretary: Sir, under Rule 167 of the Rules of Procedure and Conduct of Business in Lok Sabha, I have to report that two petitions as per statement laid on the Table have been received on the following subject —

(i) The Finance (No 2) Bill, 1957

(ii) The Central Excises and Salt Act, 1944

STATEMENT

Petition No.	Brief Subject	Number of Signatories	District or town	State
5	In respect of the Finance No 2) Bill 1957	1	Kamganj Farrukhabad	Uttar Pradesh
6	In respect of the Central Excises and Salt Act, 1944.	1	do	—d

STATEMENT RE PROPOSED STRIKE BY P & T EMPLOYEES

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): Sir, in August last, the P. & T employees submitted to Government a large number of demands in the shape of a Charter covering numerous aspects of the terms and conditions of P & T employees Since then, these demands have been the subject of discussion between the representatives of the Federation and Government, and Shri Raj Bahadurji has had personal discussions with the Federation's officials on more than one occasion I also had a meeting with them on the 11th June, 1957, and later at the Federation's request, addressed their Conference on the 6th July, 1957 with specific reference to their demands

All this time, Government has dealt with this problem in a spirit of understanding and every effort has been made to meet the reasonable and legitimate demands within the limits of available resources I might perhaps mention here that the

demands submitted by the Federation in the Charter fell broadly into the following two categories.—

(a) those of a general nature affecting all Central Government employees, and

(b) those which concerned the employees of P & T Department only

In the first category were such demands as the appointment of a Second Pay Commission, an immediate increase in the rate of dearness allowance and the merger of the entire dearness allowance with pay I had explained to the representatives of the Federation that these demands which have serious financial implications cannot be considered in relation to P & T employees alone The question is in its larger context under the consideration of Government

There were two other major demands relating to (a) removal of discrimination amongst the various cadres as between members of Class III and IV and (b) liberalisation of pension rules As regards the former the distinction between Class III and Class IV related to matters concerning leave rules leave reserve and medical attendance Necessary orders have been issued to remove any such distinction on the points regarding leave rules and medical attendance benefits Orders have also issued generally liberalising the pension rules and removing the existing distinction between Class III and Class IV employees in that respect.

Mr. Speaker· The statement seems to run to seven foolscap pages

Shri Lal Bahadur Shastri: But two pages are only half each and they can be taken as one page

Mr. Speaker: Anyhow, no questions are allowed so far as the statement is concerned, and hon Members would also like to read the statement and understand it If here and there some essentials are read out, it is enough, or, if it is laid on the Table, I will get it circulated If still there are any questions which hon Members want to put, that opportunity to put questions is already there

Shri Lal Bahadur Shastri: I cannot provide more copies now

Mr. Speaker: I will get it circulated Hon Members might study it and if anything more has to be asked, they might send the questions to me The hon Minister will kindly lay it on the Table

Shri Lal Bahadur Shastri: I lay it on the Table

Portion of the Statement laid on the Table

Another set of demands falling in the same category claimed for the P & T Unions wide trade union and political rights including the right for their members to take part in political activities

They demanded that

(a) the departmental rules relating to the recruitment, promotion and transfer etc, should be given a legal and contractual basis,

(b) that rule 5 of the Central Civil Service (Temporary) Service Rules which provides for the discharge of a temporary employee, not in possession of quasi-permanency status, on one month's notice be cancelled, and

(c) the Safeguarding of National Security Rules be repealed

As regards these it is hardly necessary for me to point out that the employees of the P & T Department are government servants governed by the various service rules framed by the appropriate authorities in accordance with the powers vested in them by or under the Constitution and there can be no question of the P&T Rules lacking any constitutional sanction or the P & T employees being placed above or outside the various service and conduct rules which govern the service conditions and conduct of all civil servants

[Shri Lal Bahadur Shastri]

Another important demand pertains to the grant of compensatory allowance to P & T employees posted in Assam This matter has been considered by us and certain tentative conclusions have been reached We have addressed the State Government in this behalf

Regarding the upgrading of certain towns for purposes of admissibility of increased house rent and compensatory allowances, the matter will be considered carefully and in detail in general for all Government employees

In the second category there were a number of demands relating to the employees of the P & T Department only These related to matters such as enlargement of the avenues of promotion, provision of better rest rooms and dormitories, construction of staff quarters and P & T colonies etc These demands were gone into carefully and a number of them have already been conceded I would like to mention in particular the following concessions which have been announced to them —

(1) The avenues of promotion have been enlarged All posts of time scale Supervisors in the Post Offices, R M S, and D L Os, carrying the scale of Rs 60/170 plus allowances have been upgraded to those of Lower Selection Grade in the scale of Rs 160/250 Further all Lower Selection Grade Head Post Offices in the grade of Rs 160/250 have been upgraded to Higher Selection Grade in the scale of Rs 250/325

(2) Special relaxation will be granted to enable the recruitment of sons or dependents of such employees as die or become permanently incapacitated as a result of accident while on duty

(3) Efforts will be made for constructing an appreciably larger number of staff quarters, dormitories, rest houses, dispensaries, etc

(4) A Telegraph Enquiry Committee has already been appointed

(5) The proposal for the creation of the cadre of Assistant Inspectors of Post Offices and R M S which might have adversely affected avenues of promotion has been abandoned

(6) Split duty at night has been abolished and Night Duty Co-efficient has been liberalised

(7) Water allowance will be sanctioned at the same rate as is allowed to the State Government employees

(8) A Standing Committee will be set up to provide a machinery for the negotiation and speedy settlemen of disputes

(9) A National Welfare Board for P & T employees will be set up to draw up a comprehensive plan for their welfare

It is true that it has not been possible for us to accept some of the demands made by the Federation but the reasons of our inability to accept them were fully explained to the representatives of the Federation There were some other demands also in respect of which final decisions have not yet been taken These were fully discussed with the representatives of the Federation and after ascertaining their point of view and exploring the possibility of reasonable compromises, references have been made to other authorities concerned These matters are being pursued on the basis of priority

Despite the Government having given close attention to its Charter of Demands, the Federation and the nine federated unions have, on July 15 served a notice on Government declaring their intention to call a strike with effect from the mid-night of the 8th of August In the Annexure to this notice they have listed their demands which are more or less the same as had been made earlier except, of course, that most of the demands which have already been conceded, have been deleted I have already dealt with these matters and I have nothing more to add

I would not like to take more time of the House by going into further details but I would certainly like to say that in respect of such demands as affect the P & T Department only, we have in the past discussed matters across the table fully and we can do so in future. In fact, as mentioned earlier, my idea is to have a STANDING COMMITTEE which should meet at frequent intervals not merely to discuss the demands but also to keep a constant watch over action taken in pursuance of agreements previously reached. I feel disappointed, Sir, that I did not get a favourable response from the Federation. Perhaps there is still time for the Federation to think afresh and to prefer the somewhat plain but fruitful method of negotiation. Hon'ble Members will remember the dislocation and inconvenience caused to the public by the Telegraphists refraining from performing over-time duty. The Union agreed to call off the movement after discussion with Shri Raj Bahadurji but I am not sure whether even in the absence of such a deliberate movement, some of our officials are performing their duties with zeal and efficiency as they ought to. In the result, we get numerous complaints from the public

A strike of this nature at the present moment would be fraught with grave consequences The Government will, however, do their utmost to fulfil their obligations, however, onerous they might be I would once again appeal in all earnestness to the P & T Workers' leaders to choose the path of reason and moderation

---

COTTON FABRICS (ADDITIONAL EXCISE DUTY) BILL*

The Minister of Commerce (Shri Kanungo): I beg to move for leave to introduce a Bill to provide for the levy and collection in certain circumstances of an additional duty of excise on cotton fabrics issued out of mills.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the levy and collection in certain circumstances of an additional duty of excise on cotton fabrics issued out of mills"

The motion was adopted

Shri Kanungo: I introduce** the Bill.

DEMAND FOR GRANT—RAILWAYS.—*Contd.*

Mr. Speaker: The House will now resume further discussion on Demand for Grant No. 1 in respect of Railways As the House is aware, six hours have been provisionally allotted for the discussion and voting on this Demand with discretion to the Chair to extend it by an hour if necessary. Out of this, 30 minutes have been availed of and 5 hours and 30 minutes now remain.

As announced yesterday, Hon. Members may hand over at the Table within an hour the numbers of the selected cut motions which they propose to move on this Demand.

Shri Sonavane (Sholapur—Reserved—Sch Castes): At about 11·27 I have given some cut motions I would request that those cut motions may also be allowed and circulated to the Members

Mr. Speaker: He has given notice just now Let him indicate the numbers

Shri Naushir Bharucha (East Khandesh) Sir, I rise to a point of order on discussion on the Railway Budget procedure My point of order is whether after the coming into force of the Constitution, in view of article 112, the Convention relating to the separation of Railway finances from the General finances can survive, and

---

*Published in the Gazette of India Extraordinary Part II, Section 2, dated 18-7-57 pp. 291—297.

**Introduced with the recommendation of the President

[Shri Naushir Bharucha]

secondly whether in view of article 112, a separate Railway Budget can be presented as distinct and separate statement of receipts and expenditure of the Railways and further, whether all the Demands for Grants presented by way of a separate Railway Budget are not out of order May I amplify these points?

Mr. Speaker: The hon Member has referred to the points Let me dispose of them

Shri Naushir Bharucha: I may amplify them

Mr. Speaker. I am not in doubt The first point is, after the coming in of article 112, there must be a single Budget according to him and no separate Budget following the Convention dividing into Railway and non-Railway or General Budget That is No 1 Then, what is point No 2?

Shri Naushir Bharucha: A separate Budget cannot be presented and therefore, the Demands are out of order The point is whether, in view of article 112, a separate Railway Budget can at all be presented First, whether the convention survives and then if the convention does not survive,

Mr. Speaker: Cannot a Budget be presented in parts?

Shri Naushir Bharucha: Yes That was what I was coming to by way of amplification Probably, the answer might be that really it is one Financial statement divided into two parts, one relating to the Railways and the other relating to the rest of the revenues, that the Railway Budget is merely a misnomer and it is only popularly so-called, that in reality, both form part of one and the same Financial statement The issue would be whether they are two distinct Budgets or parts of one comprehensive Budget as contemplated in article 112

I submit that there are two distinct Budgets In the first place, the Convention talks of separation of Railway finances from the General finances and the Separation Convention is in effect and not merely in form Secondly, the provisions of the Convention speak of a dividend payable to the General revenues, which implies that there is one party receiving dividends and another party paying it Thirdly, the Separation Convention is in such water-tight compartments that except for the dividend, the General revenues do not benefit from the prosperity of the Railways They are water-tight compartments separating the Railway Budget from the General Budget Fourthly, the Railway revenues are exclusively utilised for the benefit of the Railways and they are not brought into a common pool Fifthly, there is a separate surplus or deficit shown in the Railway Budget and a separate surplus or deficit shown in the General Budget The arrangements of the Railway Convention indicate all the attributes of a completely independent statutory corporation, for instance, the Road Transport Corporation What I desire to point out is, if the Railway Budget forms really a part and parcel of the General Budget, you could not have a separate surplus and a separate deficit Taking this fact, there is no doubt that the Railway Budget is completely separate from the General Budget Therefore, it is not permissible under article 112 of the Constitution and therefore all the Demands are out of order

The Minister of Law (Shri A. K. Sen): I have not really appreciated the real objection of the hon Member It is one of the cardinal principles of construction that singular includes plural When you say Statement of receipts and expenditure, it means also Statements It all depends on how you look at the statement If you look at every sheet, each may be regarded as a separate statement The term 'Statement' authorises the presentation of separate statements under the General Clauses Act Apart from that in Rule 213, the House has made a rule for the presentation of separate Budgets Unless the rules are changed, the point of order cannot be raised.

Shri Sadhan Gupta (Calcutta—East) Rules cannot override the Constitution

Mr. Speaker: There is nothing in Article 112 which says that there ought to be only one Financial statement Financial statements are being placed for small periods, for three months, another three months and so on We have been doing so There is then Appropriation It may be said, it is on account Anyhow, the Financial statement is there That is what is referred to in article 112 Appropriation and other things follow the Financial statement Further, the singular does not exclude the plural I agree with that interpretation

Above all, we have got Rule 213 which says that the Budget can be presented in parts It reads

> "Nothing hereinbefore contained shall be deemed to prevent the presentation of the Budget to the House in two or more parts and when such presentation takes place, each part shall be dealt with in accordance with these rules as if it were the Budget"

We have got this rule It is contended that these rules cannot override the provisions of the Constitution The rules were also accepted by the House Normally the Speaker does not give a decision whether the rules are *intra vires* or *ultra vires* after the rules have become rules of the House It is by an independent motion that the matter can be brought before the House Let us see if the House agrees This is not the occasion for that I am not going to say that any rule which has been adopted or is in force is *ultra vires* of the Constitution

Shri Bharucha referred to the details of the Convention that the revenues of the Railways ought not to be brought into the Consolidated Fund, that, at any rate, the excesses ought not to be given to the Consolidated Fund and should be kept separate for all practical purposes, that the Railway Board is to be treated as an independent Corporation and so on All that does not arise out of this Whether a Budget can be presented in parts or not is the only point at issue which is the subject matter of the point of order If he finds that the Convention itself is out of order and is opposed to the principles of the Constitution, it may be raised independently So far as this separate presentation of the Railway Budget is concerned, there is nothing out of order We shall proceed

Shri Frank Anthony (Nominated—Anglo-Indians) Mr Speaker, I have given notice of a cut motion which refers to the disabilities of railway staff When speaking on the general discussion in respect of the Railway Budget, I had referred to several of these problems affecting the staff and I had expressed the hope that the Railway Minister would grasp this almost unique opportunity of solving or resolving many of the long-standing grievances from which the railwaymen of all categories have suffered I propose to deal with a few more of these disabilities I might mention that I have raised many of these before with the Railway administration, but I am bound to say with a good deal of regret that so far I have not been able to evoke any kind of responsiveness from the administration I am hoping that the new Minister will operate almost like a new broom and that he will earn the gratitude of the railwaymen by meeting many of these demands They won't cost him much and I am sure, if he approaches the question objectively there can be no reasonable excuse or justification for denying these demands

My first request is that the Railway staff should be allowed to accumulate their sick leave The Post 1931 staff under the new rules are all permitted to accumulate their sick leave It is only the pre-1931 staff who are not given the benefit of this rule, and I feel it is a perfectly legitimate request and it will operate to the advantage of the men as well as of the administration What happens at present?

[Shri Frank Anthony]

The pre-1931 men, because they cannot accumulate their sick leave—I do not think they are allowed to take more than a month in the year—whether they are sick or not, they invariably take this month's leave, because they cannot accumulate it What actually happens? I have known of several distressing cases of people afflicted by T.B They cannot accumulate their leave And, as we all know getting treatment is rather a protracted process So the man has to take leave without pay His physical condition worsens, his family is reduced to near starvation I feel I ought to ask the Railway Minister to give this matter his favourable consideration As I have already said, it will help the administration and the men

Another request which I have to make is that the Minister should seriously consider giving double pay on work for gazetted holidays What happens today? There is a great deal of absenteeism on gazetted holidays and more than that they can quite easily get false medical certificates and the efficiency of the administration suffers seriously on these gazetted holidays I feel that if this double pay is given, it will induce the men to keep their noses to the grind stone and not to absent themselves and not to take sick leave

In this connection, there is another suggestion which I have to make and that is that the Minister might consider extending the period of casual leave to 25 days to compensate the men for having to work on gazetted holidays

Then, Sir, I have another request to make but it has nothing to do with these demands made by the other Unions with regard to increase of dearness allowance It is a legitimate request It is that mileage should be calculated on the merged part of dearness allowance I do not know why the Railways have refused this perfectly legitimate request After all the Railways do not hesitate to calculate or deduct house rent on this merged part of dearness allowance. If you are going to deduct house rent on this merged part of dearness allowance, why should you deny the men the calculation of their mileage on this merged part of dearness allowance? It has been merged in their pay You are treating it as part of their pay for the purposes of calculation of house rent Why don't you treat it as part of pay for the purpose of calculation of mileage?

Last year I had drawn the attention of the Ministry to what I regarded and I still regard as a glaring anomaly and a hardship in respect of the past rules This anomaly means that if a railwayman has one dependent, his pass is limited to five persons including the dependent, that is, the pass can be issued for his benefit the benefit of his wife, two children and the dependent, making five in all If he has no dependent, then the pass is unlimited, as it should be to all the members of his family and the Minister knows as well as I do, that perhaps very few railwaymen have only 2 children They have many times the two children even though you arbitrarily restrict it to 5 What happens to the other 16 children I have met a number of railwaymen who have 18 children What is going to happen to these 16 children? I submit that these concessions do not cost much but they do operate harshly

An Hon Member There should be some dis-incentive

Shri Frank Anthony: Then I want to enter a special plea with regard to the operation of the Railway Administrations' directive with regard to alternative employment I raised this matter on several occasions in this House I know that the Railways have issued very specific directives, the General Managers have done it, but I regret to say that there is not the will to implement these directives The directives are there According to these directives the Railway Officials

are obliged to do their utmost to get those people who have been medically unfitted suitable alternative employment And with your new found—I won't say new-fangled—with your new found medical rules, a lot of your men are being found medically unfit, particularly your Loco men and your directive is that suitable alternative employment should give them their salary plus 50 per cent of their salary to make up for their mileage and overtime What happens? There is a casual indifferent attitude shown by officials in so many cases and as I said it affects primarily the Loco people There is a senior driver who has given 20 to 24 years of loyal service to the administration He is drawing Rs 500 to Rs 600 or Rs 700 a month You offer him a clerk's job on Rs 50 or Rs 60 or Rs 100 a month I ask the Minister to consider this, it is a matter which involves almost a personal human tragedy His financial commitments are at their maximum His children are at school or college and at the end of his service, you ask him to accept an alternative employment on one third or one fourth of his emoluments It is not done in any other department I remember a case and I must say that it usually takes me 3 to 4 years to get any response from the Railway Administration One railwayman was commended for gallantry, he was run over in a train accident He was a driver, he lost his leg He was a mail driver You offer him a clerk's post on Rs 100 a month It took me four years of pegging at the railway administration You should give some kind of a job with comparable emoluments

I would ask the Minister to look into this as it affects the drivers mostly Why can't the Railway Administration help such people? They are senior drivers They are fit to go into higher posts Why don't you reserve a certain number of power controller jobs for your drivers? Instead of doing this the official comes along and chooses a junior chap that he likes and makes him a power controller This is a sedantary job Why can't you make him one? That is only one suggestion

I have joined issue with the Railway Board as to the validity of the new-found medical tests As soon as somebody says he is an expert, everybody gets frightened and I suppose the Railway Minister will be similarly frightened if the Railway Board told him that all these medical tests are necessary I am prepared, with great reluctance to accept these new medical tests Before this, the men worked with their glasses After all, a mail driver is 40 or 45 How many persons at 45 do not wear glasses If the wearing of glasses leads to the rectification of the eye sight, in the old days they were permitted to function with glasses Now you say, "No, the naked vision must be as good as when they joined" Very few people can stand up to it You say it is necessary, your medical officers say it is necessary All right, I am prepared to defer to this so-called expert opinion of your medical officers, but recently I got another case I do not know who has introduced this rule Now you extend the disability to hardness of hearing This poor chap, when he joined the railway administration was slightly hard of hearing They said "You can be a fitter, it does not matter provided your hearing is not completely defective" After 25 years he has to wear a hearing aid which restores his hearing completely But some officials say he is not fit and he is downgraded from Rs 400 to Rs 300 So, I have written to the General Manager—not suggesting that he should also stand down because he also wears hearing aids I am not aware of any rule in the code which impose this disability for hardness of hearing What I am opposed to is this, this tremendous doctrinaire—I say it with respect—Babu complex in the railway administration The doctors get together, some young chaps distinguished more by enthusiasm than by knowledge and experience, they say, "No, no, make it a naked vision test" After all, in India nobody has defective eye sight All the people are born and live and die perfect In

[Shri Frank Anthony]

other countries you have to wear glasses at 45, not in India, containing specimens of humanity So, naked vision test A fellow develops hardness of hearing at 45, he loses his job These seem comparatively small matters, and yet look at the amount of hardship, the amount of avoidable misery that is caused to these people People are getting Rs 400 to Rs 500, suddenly an officer comes along and downgrades them to Rs 300 a month

Then there is a point to which I have referred on previous occasions I would ask the Minister to insist on his officers doing their duty I had raised the matter shortly before this accident near Villupuram about the condition of the track All the drivers told me the track was defective, the engines were bad I wrote to the General Manager, and I say this with a very great deal of respect The General Manager of the Southern Railway does not seem to have I will not say the capacity, but the inclination to deal with matters however serious they happen to be So, it was blankly rejected What the drivers said is correct Where does the General Manager get his information from about the condition of the engines? He gets it from the officers who are supposed to travel on the engine Ask your average driver today Formerly it was the duty of certain officers to travel on the engines and it was their duty to travel for the full roster Now they do not travel, most of them do not travel They make their reports without travelling And if they do they never travel the full roster I know it is hard I know the average officer cannot stand up to this kind of physical hardship So, they mostly travel from water column to water column, for a few miles and then they report that the track is perfect there is no hunting and lurching and the poor driver has to bear the brunt of it This is the reply from the General Manager I would ask the Minister to issue an order that every officer whose duty it is to travel on the engines travels for the full roster, and then he will know what the condition of the track is, how the engine is reacting to the condition of the track

I got no remedy from the predecessor in the Ministry, well-intentioned and well-meaning as he was, to a particular matter, and I am asking the Minister to look into it objectively I say this without qualification that these instances I am giving to the Minister represent unqualifiedly a gross breach of faith on the part of the railway administration I am giving at the moment three instances I refer to the loco staff Men on the former M & S M Railway were recruited many years ago as literate staff They had to produce an SSLC or an equivalent certificate They were guaranteed certain channels of promotion—apprentice fireman fire man grade A, shunters Many years after these people had joined, after 10 to 15 years the Railway Board chose to revise the rule and these people, men who had advanced along these guaranteed channels of promotion, channels which had been guaranteed to them as part of the conditions of their recruitment have all been retrospectively downgraded How can it be justified?

I write to the Railway Board Some person deals with it He says that on the Southern Railway this is not the position I was not referring to the Southern Railway I was referring to the special conditions under which these loco people were recruited in the former M & S M Railway There has been this breach of faith As some kind of a semi-sop to me, some of them instead of being classified as semi literate and illiterate, have been given the grade of B grade firemen It not correct They were recruited as literate staff, and the channel of promotion was grade A fireman and from that to shunter

I saw something in the press about the abolition or the intended abolition of grade B firemen May I say this, that I am entirely at one with the hon Minister in seeking to give the

maximum of opportunities to the Class IV staff? That was the intention of the pay commission of which I was a member, but that intention has not materialised The Class IV staff today have not got the real opportunity of rising to the highest ranks consistent with their ability and their character I am glad that the service conditions are being rationalised to give larger opportunities to the Class IV staff But, at the same time, I do not want this to be operated in such a way as to mean the withdrawal of guarantees given to the other staff What is going to happen to the grade B firemen? Are they now going to be downgraded or lumped with C grade people and take their opportunities of advancement and seniority with the C grade people? That would be, I submit, a denial of their guaranteed conditions of service But this has happened I am glad the hon Minister seems to suggest that this will not happen But this has happened with regard to the M S M Railway people

What has happened elsewhere? We have the A' grade drivers on the Allahabad division They were recruited as literate staff They were guaranteed certain channels of promotion They are all today lumped with your illiterate and semi-literate drivers, and they are all being superseded And what has happened? I take it that many of them because of failure to get any redress, have resigned, have prematurely retired They said "No, this is a deliberate and gross breach of faith, and if the railways persist in perpetrating this, it is not worth while serving this railway administration" Many have resigned and left the railways

Then there is another matter I took this up with the Member, Staff I sent him three reminders I got a stereotyped reply that the matter was under active consideration Smce then over a period of two years I have sent him eight to ten reminders, and I regret to say that I have not had even the courtesy of a reply from the present Member, Staff Either you deal with it or you don't The Grade IV drivers on the Eastern Railway were all literate staff, they had to produce a minimum educational qualification Today suddenly you lump them with the Grade VII drivers who were not recruited as literate They may have a certificate, but it was not required I took it up with the Member, Staff, but he was not inclined or disposed even to apply his mind to it

There is another request I have to make of the Railway Minister and that is that he considers protecting the emoluments of promoted loco men And I say this for a very good reason At present the people who are promoted get their pay plus 50 per cent of their pay protected I think that is the position, but I would ask him seriously to consider protecting their pay plus 75 per cent And I have a very good reason for that Why is there so much inefficiency today, particularly on the loco side? Why do we have so many avoidable accidents?— because inexperienced men are getting accelerated promotions Take your loco people The average loco man refuses promotion, he will not become a loco inspector He refuses to become an assistant loco foreman, he refuses to become a fuel inspector because his promotion means an 'Irish' promotion As soon as he gets the promotion, his salary drops by above Rs 100 He cannot afford it

There was a case which I have just taken up It is on the loco side The man who was a B grade driver, was in the pre-1931 scale He is promoted as an instructor As a B grade driver, his total emoluments are about Rs 500, as soon as he is promoted, his emoluments come down to Rs 400

How do you expect your experienced people to accept promotion? With the result that your young inexperienced men are accepting higher, senior and more responsible jobs, and to that extent, efficiency is suffering and it will continue to suffer

[Shri Frank Anthony]

There are one or two other real grievances that I wish to refer to There was a matter which I took up with the General Manager of the Southern Railway several years ago But I regret to say that the General Manager, unlike other General Managers, shows a disinclination to deal with staff problems

There was this case of the assistant signal inspectors of the former M S M Railway As former M S M men, their conditions were not different from the so-called inspectors or their counterparts on the South Indian Railway On the M S M they had assistant signal inspectors, senior people, getting the same pay as the signal inspectors on the South Indian Railway To become an inspector on the M S M Railway, they had to work for 20 years, whereas on the South Indian Railway an Inspector had to put in 5 years

Because of the mere accident of designation, assistant signal inspectors of the former M S M Railway are penalised Their service conditions responsibilities and emoluments should be taken into consideration in fixing their pay Nobody has done any thing They have lost grievously People who were getting almost the same as inspectors have now been downgraded and have to be mere assistants merely because of this accident of designation

Then there is another case which I pursued with Shri Joseph Once again it has been put into the waste-paper basket, like most other matters which are referred to the General Manager of the Southern Railway It is the case of the ITPs people who are now re-designated as Inspectors of Telegraphs and Phones This is a very real case of hardship Before the amalgamation of the telegraphs and the communications department, they had a different designation They were getting a certain scale of pay

With the amalgamation of the telegraphs and communications, I suppose the senior officers of communications there looked after the communications inspectors But there is nobody to look after the telegraph people They are getting more and more stepmotherly treatment

People who were getting certain scales as ITPs—they were acting on Rs 300 and Rs 400—have now been brought down to Rs 200 and Rs 300 Why? The responsibilities are the same, the work is the same It is merely because of the amalgamation The communications inspectors are all right They are well looked after But the inspectors of telegraphs and Phones have had their channels of promotion restricted

Another obvious injustice is this All inspectors get *bata* if they are out of headquarters for 8 hours But the inspectors of telegraphs have been signed out for being given *bata* if they do 10 hours out of headquarters Before that, they were getting *bata* if they were out of station for 8 hours

I will refer to one or two more cases One is the case of the senior passenger drivers on the Central Railway Here again I took up the matter with the General Manager of the Central Railway I hope he will deal with it adequately

This is a question of promotion from goods to the passengers I just do not understand who evolved these rules If a goods driver shows one trip as a passenger driver, he is promoted and given the Rs 250 scale But the senior goods driver, a man who is much more senior, is given the Rs 160 scale if he cannot show one trip as a passenger driver The fact of a man officiating is purely fortuitous A man may be on leave or he may be under arrest The man junior to him gets the chance of doing the trip When he does that trip, he gets the Rs 250 scale, whereas a man who is much more senior, because he has not done a passenger trip, gets only Rs 160 scale I have taken up the matter, and I hope the Minister will deal with it

Finally, I would deal with the question of some of the APWs on the Northern Railway. I have studied their cases and I feel that this matter deserves the attention of the Ministry They are people who have risen from the ranks by dint of merit and hard work.

There are about 70 of them What do they find? I am talking about the people in the Ferozepore and Delhi Divisions They find that certain direct recruits, not recruited to that Railway but people recruited to the Central Railway, have been shunted to that Railway and imposed upon them They ask two questions Why should you shunt people from the Central Railway here? Why should you impose them on the Ferozepore and Delhi Divisions? What about the Bikaner and Jodhpur Divisions? These APWs have not been imposed on them with the result that the comparatively junior APWs on the Bikaner and Jodhpur divisions are acting as PW's

There is a great deal of suspicion about this device of direct recruitment at intermediate levels The men feel and sometimes the suspicion is well founded that these devices are resorted to get in people relatives of officials—I won't say of Ministers—influential people who fail to come in through the front door as Class I and Class II, but come through the back door in Class III and then get accelerated, hyper-accelerated and super-accelerated promotions

I know it I was amazed at a case that came to my notice I did not believe it Some relative, I think, of the General Manager—I do not know whether that General Manager has become a member of the Railway Board—since he could not get into the official cadre, joined as a guard and within five years became an official He has set up an all-time, all-world record of super-accelerated promotion

That is why there is a well-founded suspicion about direct recruitment to intermediate grades There is manipulation, Room is made for sons and relatives of people who are influential and when once they get in, they get accelerated promotions into the official cadres

I have a final plea to make to the Minister This is one of the most difficult Ministries But I do not understand why the difficulties should be added to by a refusal to deal with cases objectively I am hoping that the Minister will upset this rather old practice I say this with a great deal of respect, that in the time of his predecessor there was a feeling that the Railway Administration was —I won't say, placing a premium—definitely leaning over towards certain Unions This kind of partisanship was a bad thing It was a bad thing for the Unions These Unions were regarded as almost government sponsored and the men became suspicious of them They said we are not going to join these unions, because they are sponsored by Government It is a great disservice which has been done to railwaymen I am not suggesting that the Minister should start recognising communist unions I do not think that the communist unions are really working in the interests of railwaymen, they are more interested in making railwaymen pawns in the game of power politics

13 hrs

What happened? So many grievances were left unredressed Even in these quasi-government sponsored unions, they were all fighting among themselves The grievances of the railwaymen were not put forward in time Three years after I raised it, the so-called recognised unions would think of raising it Unless matters were channelled through the recognised unions the Railway Administration refuse to look at them That is why I am pleading with the Minister that when a grievance is a genuine one, why not deal with it objectively? Why wait for their channelisation through the so-called recognised unions which sit on them for two years and then bring them forward

[Shri Frank Anthony]

There is another malaise in the railway administration, which I feel the Minister—he has almost achieved near immortality—should take up effectively I am talking about this clerical babu complex in the whole railway administration which has led to a creeping paralysis It is there Talk to any of your very senior engineers, for instance What do they tell you? We do not inspect the track, we cannot inspect we do not do half the inspection we used to do before The track suffers real work suffers, because we have four times more of desk work file work That is the curse of the administration today No one is prepared to assume responsibility, no one is prepared to take decisions, every one is passing the buck An average official is office bound he is desk bound, he is paper bound, he is red tape bound he is file bound It is there You cannot get anything done Your average engineer tells you that he has to do four times the paper work he was doing before The Minister should do something to relieve them of this routine work If he does it he will have taken a major and decisive step for increasing railway efficiency very rapidly and very effectively

Shri Yajnik (Ahmedabad) Mr Speaker Sir, in moving the cut motion on the first head I am really presenting my charge sheet against the Railway Administration and Members of the Board, who sit like a big octopus on the top of it First of all I want to draw attention to the big salaries the big emoluments the power and the patronage and the amenities that continue to be extended to them A time there was Sir when the Members of the Central Government here in the old imperial Government used to draw salaries of Rs 6,000 and more Today in the Republic of India with Ministers drawing less than Rs 3 000 I think it is preposterous that anybody in the service of any Department should draw anything more than the highest Ministers in the land What is worse is that they surround themselves with paraphernalia and power, with chaprassis and retinues with red turbans going about in saloons almost like lords and masters of the land on which they roll about on wheels And the worst about it is that the people get an impression of their omniscience and omnipotence They go about totally oblivious of the demands and the grievances of the passengers and of the railway workers The thing is that so many things have been promised, so many trains have been promised so many amenities have been promised But we find that they become deaf and dumb—they become deaf to the entreaties and the prayers of the people and the staff and dumb when they are faced with the nonperformance of their promises

Take one instance I want to concretise my charges I have one instance of the janata express that has been promised between Ahmedabad and Delhi I understand from some responsible leaders of the Railway Passengers' Association that it has been agreed to in principle I understand on good authority that the Railway Board or the Railway administration might begin to ply the janata express between Ahmedabad and Delhi But in what manner? I am speaking subject to correction — but I am told it is going to be a janata *cum* parcel express and that would be in supersession of several trains that are running today between intermediate stations It would be neither here nor there If the janata express has to be run let it be run like any other janata express in any other part of India Why should there be any discrimination between the janata express that is going to be run between Ahmedabad and Delhi and any other janata express in India? Why should any parcel bogies be attached to it? I plead that a janata express between Ahmedabad and Bombay, a full third class passenger train is the most urgent necessity of the situation The overcrowding on this metre gauge line is really suffocating and it is almost beyond

the endurance of the people and there should be no supersession of any existing trains.

When we speak about janata express and when we speak about overcrowding and suggest increasing the number of trains in order to ease overcrowding, we are always told about the paucity of bogies and about the paucity of engines. I want to speak about the increase in the production of third class passenger coaches. The Perambur Coach factory is engaged in the manufacture of bogies, as also the Hindustan Aircraft Factory at Bangalore. Why not increase the working capacity of these factories? They can run round the clock; they can have three shifts, if necessary. Every avenue should be explored to see that more coaches are produced by the present factories. They can be asked to work more with their installed capacity than they are doing now. The trouble is that air-conditioned coaches get in the way. An air-conditioned coach, I am told, can take the place of three third class coaches. I would say let everybody have bread before some people have cakes. Let us have no more of these air-conditioned coaches in the present day India. The present air-conditioned coaches can be converted into first class. All efforts, all finances, all resources, all abilities should be wholly concentrated on the production of more third class coaches. What do we find? We find some of these air-conditioned coaches going empty.

We were told at Bombay that we will have no prestige stations. But why prestige trains? What is this De Luxe train? We do not want it. Actually, I heard from some first class passengers—they are baniyas and businessmen who know how to calculate economy of everything to the pie—that it is probably more cheap and more comfortable to travel from Bombay to Ahmedabad *via* Baroda if only they took the De Luxe train. Why have these De Luxe trains at all? For whose benefit are they run? The train is losing every time that it makes a trip. Even if it does not lose, as I have said before, let there be more third-class carriages made available and let these air-conditioned and luxury coaches be converted into necessary first-class or third-class coaches. Every effort, as I said, should be concentrated on producing more third-class coaches in order to make more trains available to us.

Then, there is the question of engines. The Chittaranjan Locomotive Works can produce more engines. I am sure the Railway Ministry is looking into the matter. Let them deal with it as well as they can. Sometimes, I hear that a rake is wanting. But, why is the rake wanting? If you can produce so many coaches, can't you produce a rake? They say, everything else is available but just a rake is wanting and the train cannot start. This is deficiency in planning; this is deficiency in implementing all plans. Why should a rake be wanting? Plan everything beforehand if you want to run more trains for the benefit of the vast millions who really contribute 30 per cent. of the income of the Railways. And, what are they given in return? Three crores. Three crores of rupees are spent on the amenities of railway passengers.

When I speak about more trains being run, I am faced with the overcrowding on the middle station platforms. Sir, in all my life I have been probably sitting many nights on the middle platform of Baroda. I see the condition today. And, I am appalled at the overcrowding that you have got on the Baroda station. On the one hand, you see the huge arch, the most marvellous piece of luxury that has been inscribed in cement and steel. Lakhs of rupees have been squandered and wasted on a prestige station, with waiting rooms going up to the greatest discomfort of the passengers who have to go there, with restaurant rooms going up to the greatest discomfort of people who want to take light refreshments. Lakhs of rupees have been spent on this. On the other side, the middle platform is choked with passengers. I say it is inhuman to compel people to sit on that middle

[Shri Yajnik]

platform, not more than 25 ft. wide—or probably 30 ft. It should be 50 ft. wide. Look at the number of passengers that have increased after 1947 and during this decade. A lot of space is being taken by the parcels. Why are so many parcels clogging our way on that side? Then, there are the *mithaiwalas*. People are sleeping Literally, there is no room to stand and it is just a chance that not many people suffer from accidents when the frontier mail comes on this side and the frontier mail again comes on the other side going to Bombay. It is shocking; it is inhuman. I am told that more trains cannot run up to or from Baroda or *via* Baroda, till the coaching arrangements improve.

It is said that passenger platforms are not widened There is a scheme for spending Rs 13 to Rs. 15 lakhs—more than that probably—on the marshalling yard All right; let there be a marshalling yard for wagons. But, why not some arrangement for coaches and some arrangements for passengers? If you have squandered lakhs and lakhs of rupees to the glory of the Railway and the Republic of India, why not do something for the sheer necessity of the woe-begone third-class passengers who contribute the biggest revenue to the Railway exchequer? It is not merely a complaint about Baroda; it is the same case at Viramgam; it is the same case with Kharaghoda and at Ahmedabad middle platform I am daily travelling and I know how troublesome it is to be there. You may not get any place for the asking You cannot get any room

When I speak about Viramgam and Kharaghoda, I am reminded of another fact Three hundred passengers can be accommodated in the train that takes passengers from Viramgam to Bombay And, how many get down from the Saurashtra trains as they alight at Viramgam? How many during the months of March to May? About 1,100 people get down. And, there is accommodation for only 300 people How are 1,100 people to be pushed, pressed and confined within the room that is normally allotted by the Railway company for only 300 passengers? Same thing for the Patna local, I am told. People who have got the figures and who have calculated this know that almost three times passengers are choked and locked in the local during the busy months, from March to May You can press more, you can confine them; you can shove them into these railway carriages. What about pigs, and goats and sheep, and buffaloes and cows? If the capacity is limited you cannot exceed it. The cattle get better treatment than the humans. The cattle cannot be shoved one over the other; they have to be more looked after because they are somebody's property; they are worth something. But the human being, the most valuable and the most priceless of all creation, is considered cheap as dirt They are piled one upon another; they crowd one over the other They step on each other's toes and then they come to beating and blows in opposing each other

13-15 hrs.

[MR DEPUTY-SPEAKER *in the Chair*]

Shri B. S. Murthy (Kakinada—Reserved—Sch Castes) And blood flows.

Shri Yajnik: There are fights and there is prosecution and crime This condition of things must be taken very serious note of and must be removed very quickly

A Railway Passengers Association meeting took place recently at Ahmedabad I have not known the leaders of that Association to be inclined to join any school of politics. They are just businessmen If they have anything in common with anybody, it is with the Congress organisation If they are not now there, they were there. But these sound, sane and sensible business people of Ahmedabad have now come to a pass when they have to say to the Railway

Administration, 'find a cure for this overcrowding, or, otherwise, people may get desperate and might take to more virulent agitation and, perhaps, to any kind of direct action'.

The position, so far as I am concerned, is quite simple. When the Railway gives a ticket, what does it say? It enters really into a contract with the individual to whom it sells a ticket. The contract is not one-sided; it is both ways. The contract means that the Railway takes the money and finds a place for him and carries him from one station to another in reasonable comfort. In our old trains and even in the new bogies, now, I suppose it is generally mentioned—so many people to sit here And, count the heads of people who are there now Any day, twice or three times

Shri B. S. Murthy: They do not sit; they stand

Shri Yajnik: That has been because there is no sitting accommodation They are sometimes sitting on the rooftops and sometimes hanging on the sides But, they are punished for breach of railway regulations The regulations say that they shall not stand on the foot-board or travel on the roof Agreed Then, if the passenger has to abide by the law, the railway has to carry out its part of the contract which it does not Only in the case of reservation of third class seats, they are generally assigned some seat But for the rest, there is terrible overcrowding They have to push themselves into the trains, sometimes toppling over pieces of baggages that are left in the way I say that this is inhuman

While on this question, I am not forgetful of the workers and I shall give here an unvarnished picture of what I saw recently in the loco shed near the big city of Ahmedabad. I was taken by a friend to the loco shed which gets all the engines ready. They come there for re-fuelling and water is pumped out and pumped in Here, there are 600 people engaged on a most important job. They are not doing any luxury job. It is a most important job because if that work is not done properly, then the engines are done for and the passengers are also done for if they happen to travel by trains drawn by these engines

What is the condition of these people? I go there at 4 O'clock in the afternoon. I asked whether there was any water cooler. We are provided with so many water coolers which sometimes do not operate on the Ahmedabad railway station but they are very nice-looking. They do not give any cool water and I complained that they do not function properly. That is a different matter.

There was no water cooler there. I understand that they were given one but it has been whisked away to the staff room of the clerks There is nobody to look after it. Are they living there in the jungle? Is there no officer whose duty it is to look after the condition of the people—600 in number—in the loco shed? Is there no senior officer? Apparently none.

Then, I asked them: how do you drink water? There was a small room and a lot of *mutkas* and earthen vessels But these were all empty at that time I have been told that there was a man kept here but that he is invalid He has been discharged from the normal railway service probably because of some accident and so he has been put on a light job He leaves at 4 P M leaving all the earthen vessels So, they must work and without any water in this hot month of June. There is this terrible heat and yet no water to drink. And then, where can they drink water? On the tap Some taps are provided very generously by the Railway Board

How do they work? They have to work on the engines and also under the engines That is a part of their duty There is a gutter between the two rails and you have probably to get four or five feet deep into it When I saw it, it was empty because big *burra* sahibs of the railway were coming to inspect within a few days. But, generally they come once in a blue moon So, it was all right.

I was, however, told by everybody there that this is generally full of

[Shri Yajnik]

water, dirty water You can see that there is no method of drawing out this water, there is no connection to the sewage There is a drainage system in Ahmedabad city The railway could afford to connect the water pipes with the Ahmedabad municipal drainage works Anyhow, it is not done with the result that winter, summer and monsoon, they have to stand in four feet deep water, whether it is biting cold or they are perspiring all over It is jolly hard work they have to do

This water is pumped out probably once in twenty or thirty days, perhaps when it becomes so filthy and smelling Why not connect it with the sewage system? It has not been done

What about bathing facilities? You can see that they have a terrible work to do There is no bathing arrangements although water is dropping on them because half of the shed is closed where there is the workshop while the rest is open to the wind and sun and rain They must work in the wind and sun and rain probably because the engine gives out smoke and that has to go up in the air

Then, I go to the canteen It is a complete mess Really it is a mess I am finishing very soon

Mr. Deputy-Speaker. Very soon is very indefinite

Shri Yajnik: Within one or two minutes The point is that it breaks your heart to see the appalling conditions in which these people have to stay and work What prevents the Government or the railways from running the canteen? It is left to be managed by the union but nobody in the union wants to take charge of it It is in a complete mess People bitterly complained about it Only one kind of cigarette was available and that is naturally a high-priced one On the strength of the canteen, the workers are prevented from going outside for a meal or a snap because it is supposed to look after the interests of the workers It actually does not It looks that it does not pay, the staff want things on loan How can the poor people of the union give anything on credit? They have no means of collecting the money by deducting the money from the salary They are sick of running it and thus it goes from pillar to post

My point is that the railway department is giving no satisfaction to the workers or the third-class travellers who pay the largest amount of revenue Rs 3 crores is really a shame for the administration to provide for that It should be increased at least to Rs 5 crores The reform of the platform should not be debited to that account It is your property and not running expenses You put all that into the amenities account I want you to be more liberal Do not debit anything that you do on the platform to that account Look at the workers who form the main part of the railway system We want more efficiency and more production At the top, the railway board officials are the masters and lords of all they survey and they run about in big coaches and saloons But, here is a man working in 4 feet deep water in winter and summer perspiring in the hot sun without any facility to bathe That is the contradiction between the people at both ends Let that vast gap be reduced People at the top should come a little nearer to the people at the bottom with the passengers in between Let there be a better deal Then we shall be proud of the railway system operating in this country

Shri Jhulan Sinha (Siwan) Sir, as I rise to support Demand No 1 I am supporting it with certain reservations, and I shall put forward the reservations in my mind in the form of my feelings with regard to the North-Eastern Railway

Since I have been here for the last six years I have been trying to draw the attention of the Government by interpolations, by resolutions and otherwise except by speaking on the Demands for Grants, to the awfully bad state of things prevailing in that

Railway I am glad to say that certain things have certainly happened there, but the rate of progress there is so slow that I call it almost disheartening

This Railway, Sir, after the amalgamation and adjustments serves four States Bihar, portion of U P, portion of West Bengal and Assam It serves four crores of people This Railway has a legacy, I should say a very unfortunate legacy, inherited from the old B N W R company managed railway The company used to make a fabulous profit and neglect the interests of the passengers, especially third-class passengers with the result that the company was called B N W R to mean बदनाम नयर वहिन रलवे That odium does not stick to it now after nationalisation by the Government

Even after its taking over by the Government the state of things has not improved very much I have heard complaints about Central, Northern, Eastern, Western and Southern Railways I wonder if any of those people have ever been to my State and travelled in my railway If anyone happens to pass from one railway to the other one as I have said, it will simply mean a change from heaven to hell if not anything worse When these people have been clamouring for improvement and development on their railways I thought I must also make a case here otherwise it will go altogether unheard

I have often spoken to the hon Railway Minister and the Deputy Minister who have all been valiant fighters in all cases of depressed and suppressed causes I want to draw their special attention to this Railway because it happens to be in a most backward state of development and deserves more closer attention

I have gone through the figures provided here for passenger amenities, staff amenities etc and I must say that looking at the figures no one can accuse them of being unfair to the N E Railway But the state of things there is so bad that if you treat this railway on a par with other railways things will remain as they are It is very difficult to compare this Railway with any other Railway in India except the light railway lines existing in this country The state of things obtaining in the light railways will be explained to the House if my Bill on the subject is taken up I will just quote some figures to show how the N E Railway has been treated The total expenditure on passenger amenities in the country is put down as Rs 3 crores and the allocation for N E R is Rs 45 lakhs This is in proportion to the number of railway lines But I should say that the allocation to this Railway must be much more compared to the state of things obtaining there A provision of Rs 18 crores has been made for amenities for staff in the country and N E R has been given Rs 2 crores There is a provision of Rs 19 5 crores for provision of new lines and there is no allocation under that head for N E R Similarly, there is a provision of Rs 2 crores for investment on roads and the allocation for N E R is nil

If N E R is to be treated in this way, I am afraid things will never improve Under the circumstances, what I plead for is not only greater attention but also greater resources

I will just briefly refer to the state of things that obtains there You cannot find such things anywhere else in the country You cannot travel in this Railway especially the O T R section of it without having the deplorable sight of passengers travelling on the foot-boards and also on the roofs of trains There is hardly any train which does not carry passengers on the roof

Mr Deputy-Speaker Do they travel out of necessity or for sheer enjoyment?

Shri Jhulan Sinha Overcrowding in those trains is so great that they do not have any other place to sit I do not think it is a pleasure to travel on the roofs

[Shri Jhulan Sinha]

So far as amenities to upper class passengers are concerned, I will just quote my own experience I had a bundle of complaints with me during the last session which I have thrown out now because they do not serve any purpose I have often travelled on that Railway and I have found light, fan and water always out of order At one place the light is not working, at the other the fan is not working and at another there is no water for the passengers This is the position that obtains on the N E Railway, especially on the O T R section of it

Coming to the third-class passengers, in spite of the attention that is given to it there is hardly any improvement The conditions are the same as they were when this Railway was managed by the company The latrines are still in the same dirty condition as they were in the days of the company There is no improvement in the seating arrangements You cannot find such things in any other Railway I would, therefore, say that this line should not be treated on a par with other lines

I have had the experience of travelling practically through the whole of this country I have travelled from one end to the other and almost on all the railway lines The state of things obtaining in my railway are simply deplorable If you treat this railway on a par with other railways things will not improve This railway deserves closer attention and more resources

There has been a good deal of expansion of railway activities in the country and, therefore, expansion of the Railway Board naturally comes up But, in view of the fact that the country has taken seriously to the programme of economy and austerity it is worthwhile for me to suggest that the Railway Ministry should closely examine the necessity of any further expansion in the Railway Board I have practically no grievance against the railways except that the line on which I happen to travel is almost not cared for and neglected like an orphan child I think I owe my duty to the area which forms my constituency My constituency has two lines One is the loop line Savan-Gorakhpur and the other is the line from Chupra to Savan *via* Mashrak If we think that the Harijans are the most depressed, the two lines I have mentioned are their lines If the Harijans and the backward class people deserve a special treatment in the matter of scholarships and other things, the lines which I have mentioned require special care and attention The platforms in the stations on these lines are just on a level with the ordinary ground The station buildings are so small and so ill-equipped that it does not behove the railways which are managed by the Government of India The state of things obtaining on the platforms is very deserving of attention I, therefore, plead with the Railway Ministry to pay greater attention to these stations and see that the necessary amenities are provided there I do not want that amenities should be developed and increased, but I want that at least what is provided on paper is actually kept there I travel from Gorakhpur to my home at least half a dozen times a year and I find that the amenities provided even in the first and second classes are not adequate I have also noted it down in the complaint book Sometimes there is no light, sometimes there is no water and *bona fide* passengers suffer Even ordinary amenities are not provided and even the higher classes are lacking in amenities very deplorably Therefore, when I plead for this line, I plead for the cause of justice

There are certain other things which deserve immediate attention As I have already said, there are absolutely no provisions for new lines There are certain examinations going on For instance, there is the line Sidhwalia-Chakia I find from the budget that some money has been spent on the survey of that line If that line is completed, I am sure communica-

tions between the people on this side of the Gandak, namely, the western side and the people on the other side will be fully restored. At present there is a good deal of handicap for persons travelling from one side to the other. The construction of this line will certainly require a big bridge which, as I understand now, will be a rail-cum-road bridge. There is one thing which is necessary on that line, namely, the provision of certain halts. That is a thing which will not cost the Railway Board anything except some little attention. There are stations and areas served by those stations which require certain halts here and there. It would be very convenient for the passengers if one or two halts are provided for each station and this would not involve any expenditure for the railways. So, that matter also has to be looked into.

With these words, I support the demands and oppose the cut motions.

श्री भ० दी० सिंह (केसरगंज) : उपाध्यक्ष महोदय, मैं, सदन के समक्ष जो बजट पेश किया गया है, उस का समर्थन करने के लिए खड़ा हुआ हूं । वास्तव में जो सुविधाएं इधर हमारी सरकार ने यात्रियों के लिए दी हैं वे सराहनीय हैं और बराबर हर तरफ सुविधाएं पैदा की जा रही हैं । बहुत सी लाइनों पर, जो लड़ाई के कारण उखाड़ दी गई थीं, गाड़ियों का जाना बन्द हो गया था, उन में भी बहुत सी जगहों पर गाड़ियां चालू कर दी गई हैं । इस के अलावा हर स्टेशन पर छतों को छा कर के यात्रियों को सुविधा देने की भी व्यवस्था की गई है । इस के साथ ही साथ बहुत से स्टेशनों पर गर्मियों के दिनों में किसी प्रकार से भी पानी प्राप्त करने की या शुद्ध मिट्टी प्राप्त करने की सुविधा नहीं थी । वह सुविधाएं भी बहुत कुछ दी जा चुकी हैं । लेकिन इस के साथ इस बात की भी आवश्यकता है कि जो भी सुविधाएं गवर्नमेंट द्वारा बहुत काफी धन खर्च कर के दी गई हैं उन की देख रेख समुचित रीति से हो जिस से जो सुविधाएं सरकार ने दे रखी हैं वह लोगों को समुचित रूप से मिल सकें ।

अभी छोटे छोटे स्टेशनों पर बहुत कुछ कमी नजर आती है । उन स्टेशनों पर यात्रियों के बैठने के लिए मुसाफिरखाने या विश्रामालयों का प्रबन्ध नहीं है । बहुत से स्थान ऐसे भी हैं जिन पर पानी आदि की सुविधा पूर्ण रूप से नहीं की गई है, और कहीं कहीं पर जो सुविधा होते हुए भी देख रेख की कमी के कारण वह यात्रियों को प्राप्त नहीं है । मैं ने अक्सर यह देखा है कि गर्मी के दिनों में रात्रि में यात्रा करने पर बड़े बड़े स्टेशनों पर भी पानी की सुविधा नहीं दी गई और लोग पानी प्राप्त नहीं कर सके ।

साथ ही जो सुविधाएं दी गई हैं उन के साथ साथ इस बात की भी देखने की बड़ी आवश्यकता है कि प्रथम श्रेणी को छोड़ कर द्वितीय और त्रितीय श्रेणी के यात्रियों के लिये डिब्बों की इस कदर कमी है, खास तौर से एन० ई० रेलवे में, कि यात्रियों को बैठने तक के लिए जगह नहीं मिलती है । आप ने जो नियम बना रखे हैं कि एक एक डिब्बे में १२ या २४ आदमी बैठ सकते हैं, मैं समझता हूं कि शायद उन डिब्बों में उस से दुगुने और तिगुने आदमी भूसे की तरह से भरे होते हैं, तब भी उन के लिए स्थान का प्रबन्ध नहीं किया जाता है । जब आप ने स्टेशनों के ऊपर तरह तरह की सुविधाएं दी हैं, बैठने की सुविधा दी गई है, आप ने स्टेशनों को छवा कर पानी से बचने की सुविधा भी दी है, तब भी गाड़ियों की सुविधा न होने की वजह से कम से कम द्वितीय और त्रितीय श्रेणी के आदमी इस विश्वास के साथ स्टेशन पर नहीं जाते हैं कि उन को स्थान मिल जायेगा या नहीं और वे अपने पहुंचने वाले स्थान पर यथाशीघ्र पहुंच सकेंगे या नहीं ।

साथ ही जो ब्रांच लाईनें हैं उनकी तो पूरी उपेक्षा है । ब्रांच लाइनों पर जिस कदर गाड़ियां हैं, वे इस कदर टूटी फूटी हैं, उन में रोशनी का प्रबन्ध, पंखों का प्रबन्ध समुचित रीति से नहीं है । कहीं कहीं तो मैं ने

[श्री भ० दी० मिश्र]

देखा है कि मथुरा से चल कर कानपुर के बीच में दो तीन बार पखा ठीक किया गया, पर थोड़ा सा चल कर वह खराब हो गया। इसी तरह से कही पर रोशनी जलती है और कही बन्द हो जाती है। इस लिए इस बात की बड़ी आवश्यकता है कि जो सुविधाए आप ने दी है उन पर काफी देख रेख की जाये।

मैं देखता हू कि जिस समय उच्च कर्मचारी चलते है तो उन का प्रोग्राम बन जाता है, सैलून लगाये जाते है। नतीजा यह होता है कि सब लोग पूरी तरह से चौकन्ने हो जाते है और हर स्टेशन पर हर तरह के लोग उपस्थित मिलते है। जरूरत इस बात की है कि वे अफसर लोग अचानक विजिट किया करे, इस तरह कि कोई व्यक्ति उन के पर्यवेक्षण और निरीक्षण के प्रोग्राम को न जान सके। तभी उन को पता लगेगा कि जितनी सुविधाए लोगो को स्टेशनो पर दी गई है, वे उन को उपलब्ध है या नही। इस लिये मै निरीक्षण की कमी की ओर खास तौर से आप का ध्यान दिलाना चाहता हू। पिछली बार भी मैं ने आप से यह निवेदन किया था कि बहराइच जिले के मिहीपुरवा स्टेशन पर कोई मुसाफिरखाना या विश्रामालय नही है यद्यपि इस प्रसग मे मुझे जो लिखित उत्तर मिला था वह यह मिला था कि उक्त स्थान पर प्रथमश्रणी के लिए तो नही पर तृतीय श्रणी के लिए अवश्य है। मै उपाध्यक्ष महोदय के द्वारा सरकार से फिर निवेदन करना चाहता हू कि वहा पर कोई मुसाफिरखाना नही है। जो स्टेशन है वहा पर शायद पाच या सात आदमी मुश्किल से खडे हो सकते है, बैठ नही सकते, इतनी छोटी जगह है और वह बहुत बडी मडी है। इसलिए ऐसे स्थानो की ओर विशेष रूप से ध्यान देने की आवश्यकता है जहा सैकडो की संख्या मे यात्री आते जाते है और जिन स्थानों पर हर तरह के कारोबार के होने की वजह से लोगो को उतरने और ठहरने की आवश्यकता होती है।

बहराइच जिले में जरबल रोड एक स्थान है। वहा से एक लाइन निकालने की द्वितीय पचवर्षीय योजना मे व्यवस्था की गयी है। उस लाइन के न होने से बहराइच से लखनऊ आने में हम लोगों को चालीस मील अधिक जाना पडता है। उस तरफ कच्चा माल बहुत होता है। बनकस घास उधर से आ सकती है जो कागज के बनाने में काम आती है और सोहिलवा और भिगा के जंगलों से बहुत लकडी अच्छी मात्रा में आ सकती है। हमको मालूम हुआ है कि जरबल रोड से सोहिलवा जाने वाली लाइन का सर्वे रोक दिया गया है। मै आपका ध्यान उसकी ओर विशेष रूप से आकर्षित करना चाहता हू। उस लाइन के बनने से रेलवे को भी काफी आय हो जायेगी और जनता को भी बहुत सुविधा होगी।

एक विशेष बात की तरफ मै आपका ध्यान और दिलाना चाहता हू। वह एक छोटी सी बात है परन्तु उसके कारण यात्रियो को बड़ा कष्ट होता है। एन० ई० रेलवे पर होली के एक महीने पहले से यात्रियो पर रेलवे के किनारे रहने वालो द्वारा कीचड, रोडे और पत्थर फेंके जाते है जिससे लोगो को बडी परेशानी होती है। मैं ने इस बारे मे जनरल मैनेजर को इस बार और उससे पहले भी लिखा था। यात्री अमादधान बैठे होते है और उनके ऊपर रेलवे की सडक के किनारे रहने वाले लोग कीचड मे पत्थर मिलाकर फेंकते है जिससे कई यात्री घायल हो जाते है और गाडियों के शीशे भी टूट जाते है। मै समझता हू कि इस ओर जरूर ध्यान दिया जायेगा जिससे यह दुरवस्था दूर हो सके और यात्रियो को यह कष्ट न हो।

रेल मे बिना टिकट चलने का जो रिवाज है उसकी ओर भी मैं आपका ध्यान आकर्षित करना चाहता हू। इसको रोकने के लिए बहुत से कर्मचारी मुकर्रर किये गये है और यह बहुत कुछ कम भी हुआ है। इस में एक सुधार की और आवश्यकता है। मैं ने देखा है

कि जब रेलवे मजिस्ट्रेट अथवा दौरा निश्चित करते हैं तो सब स्टेशनों पर इस बात की सूचना हो जाती है। आवश्यकता इस बात की है कि उनको स्टेशनों पर पहुचने के लिए दूसरे साधन दिये जायें। यदि ऐसा किया जायेगा तो बिना टिकट चलने वालों को ज्यादा सख्या में पकड सकेंगे और यह बुराई जो कि काफी कम हो चुकी है बिल्कुल दूर हो जायेगी और लोगों को टिकट लेकर चलने की आदत हो जावेगी।

रेलवे उपमंत्री (श्री साहनवाज खा) उनको लारिया दी जाती हैं।

श्री भ० दी० मिश्र : यदि यह व्यवस्था की गयी है तो ठीक है।

एक विशेष बात और मै आपकी सेवा मे निवेदन करना चाहता हू। कभी कभी जनता को विशेष कार्यों के लिए डब्बे रिजर्व कराने होते हैं मसलन विवाह आदि के लिए। मुझे भी इसकी इस साल आवश्यकता हुई थी। इसमे एक दसवा या नौवा नियम यह है कि जहा से यह डब्बा चलेगा और जहा वापस जायेगा उस सारी दूरी का रिजर्व कराने वाले को १२ आना प्रति मील के हिसाब से रिजर्वेशन चार्ज देना होगा। मुझे यह नियम उचित नही मालूम देता। मुझे भी यह फार्म दिया गया था। उस पर मै ने यह नोट लिख दिया था कि मुझे यह व्यवस्था मजूर नही है।

इसके अतिरिक्त इस सम्बन्ध में एक नियम यह भी है कि उस डब्बे मे जितने आदमियो के बैठने की जगह है उतने टिकट देने होते हैं चाहे उसमे आदमी निश्चित सख्या से कम ही क्यो न बैठे हो। परन्तु यदि निश्चित सख्या से अधिक आदमी बैठे हो तो उनके अतिरिक्त टिकट लेने होते हैं। मै समझता हूँ कि दोनो ओर एक से नियम लागू होने चाहिए। यदि आप ज्यादा आदमियो का ज्यादा टिकट लेते है तो अगर आदमी कम हो तो कम आदमियो का टिकट लिया जाये। यह नियम कम्पनी के समय से चला आ रहा है और इस में सशोधन की आवश्यकता है।

यह मै मानता हू कि बहुत बडी बरातो के चलने की आवश्यकता नही है। आप ४८ आदमियो के डब्बे दें या ६० आदमियों के डब्बे दें। लेकिन उनको यह सुविधा मिलनी चाहिए कि जितने आदमी बैठें उनका ही टिकट लिया जाये और यह जो १२ आना प्रति मील के हिसाब से डब्बे का उसके चलने की जगह से वापस जाने की जगह तक का जो रिजर्वेशन चार्ज लिया जाता है यह न लिया जाये। यह तो कही कहीं किराये से भी ज्यादा हो जाता है।

मैं आशा करता हू कि ब्राच लाइनो पर जो गाडिया चलाई जाती हैं उनमें इतने डब्बे लगाये जाया करेंगे कि दूसरी और तीसरी श्रेणी के यात्री यह विश्वास कर सके कि वे अपने गतव्य स्थान को पहुच सकेंगे। यात्रियो की सख्या दिन पर दिन बढती जाती है जैसा कि आपको अपने टिकटो की बिक्री के आकडों से पता चल जायेगा और इनमें दूसरी और तीसरी श्रेणी के यात्री ही अधिकतर होते हैं। सब से पहले इन के लिए बैठने को ज्यादा डब्बो की सुविधा दी जाये। चाहे स्टेशनो पर कुछ सुविधा कम भी हो क्योंकि वहा तो यात्री को थोडे ही समय रहना होता है। ब्राच लाइनो पर समय की पाबन्दी नही होती। गाडिया कभी चलती है कभी नही चलती।

इन सब बातो की ओर मै आपका ध्यान दिलाना चाहता हू। इन शब्दो के साथ मै आपके बजट का समर्थन करता हू।

Shri A. S. Sarhadi (Ludhiana): Sir, I rise not to oppose the Demand, but to give it a reserved support, and it is with this object in view that I invite the attention of the Railway Minister to certain important matters.

[Shri A. S. Sarhadi]

Of course, I concede at the very outset that there has been considerable improvement in the Railway administration for which the Railway Minister and the Railway Board deserve congratulation. But, things are not perfect. They need further improvement. Punjab has been unfortunate in not having many visits from the Railway Minister. Otherwise, many things would have been brought to his notice. The hon. Minister Shri Jagjivan Ram was recently at Phagwara. But, he came by saloon and went by saloon and so, many things could not have been brought to his notice.

Ludhiana is a very important commercial town in Punjab. I would say without fear of contradiction that industrially, it is the most important town. Millerganj area forms an important part of Ludhiana. The main railway line cuts Ludhiana into two, splitting up the Millerganj area from the main town. The main line also cuts the G.T. road, and as the Railway Minister will be aware, there are four to five mail trains that go and come and pass that railway line. There are two or three express trains too, besides many local trains, and you will find that in between Ludhiana main town and the Millerganj area which has nearly a population of more than a lakh, the railway gate closes for five to six hours during day time for the passage of the trains, causing immense inconvenience to the travelling public on the G.T. road as well the traffic in between the Millerganj area and the main town. I have put in a question asking the Railway Minister the exact time for which this gate is kept closed for the passage of the trains. I have had no reply yet. Of course, I will have the reply in the course of the session. But it is most unfortunate that there should be no overhead bridge at an important place like that, which is absolutely essential.

14 hrs.

The other day I was going on Mathura Road, and in New Delhi there is only one colony, the Kalkaji colony beyond Nizamuddin. But I found there are three or four overhead bridges that are being provided for the convenience of the traffic there. Of course, they are welcome to have it and it is also necessary, but in a place like Ludhiana town where the railway line splits it up into two parts and also crosses the G.T. road, an important road in a frontier State like the Punjab, it is most essential, that a railway overhead bridge should be provided.

Of course, it might be said the State Government should make certain contribution. That is a matter for the railway administration to look into. I do not know what other difficulties there might be in the way of the railway authorities, what contributions they expect from the State Government, but whatever the conditions be, there is no reason why an overhead bridge which is an essential thing, which is most necessary, should not be provided there.

We had the Congress session at Amritsar. The main complaint of Amritsar town too was that the railway had a bridge there, splitting up the civil lines and the main town was too small for traffic. That was when the Congress session was held in January 1956. The railway authorities took it up and Amritsar town is fortunate enough to have a very nice overhead bridge now. Of course, the hon. Railway Minister does not expect Ludhiana should have a Congress session for this purpose, and I am sure he will devote his attention to this.

The second thing to which I wish to draw the attention of the hon. Railway Minister is a very long-standing grievance of Ludhiana District. Sonehval is a very important, I would not exactly call it a village, but I would certainly call it a township, because it is a very big village situated a few miles towards this side of Ludhiana on the G.T. Road. It is on one side of the railway line. It is about three furlongs from the main G.T. road. They have been complain-

ing for a long time that there is no railway gate for passing from the G T road towards Sonehval A lot of correspondence has been going on between the local panchayat and the railway authorities They have got to go and traverse a distance of three to four miles from the G T road to go to the village with their carts and other conveyances They are not even allowed to cross on foot The provision of a railway gate about a hundred yards from Sonehval village would make the G T road accessible to the village very easily, and this would not cost the railway administration much. I was told by the local people there that the main objection of the railway authorities is that the State Government should contribute to the tune of about Rs 25,000 I do not know and I am not aware of the circumstances of this demand from the State Government by the railway administration, but all the same, it is for the railway administration to look into it, and provide this convenience

Then there is a very important thing to which I wish to draw the attention of the Railway Minister Unfortunately even in the current Plan no provision has been made for bringing Chandigarh on the main railway line I am not aware of the reason Chandigarh has got an importance of its own in the Punjab More than Rs 12 crores have been spent by the Central Government on the development of Chandigarh It is a growing town and I do not see any reason why efforts should not be made to bring it on the main line It cannot grow, it cannot gain importance and it will not be easily accessible unless it is brought on the main railway line As to how it can be done, it is for the railway administration to look into But that is a very important and long-standing demand of the Punjab and I voice it here that the earliest opportunity should be taken, of course subject to the availability of funds for which I believe efforts can be made, to bring it on the main line

The hon Member from Bhatinda in one of his speeches drew the attention of the Railway Minister to the linking up of Bhatinda with Moga It affects a population of 20 lakhs there When you have got to go from Moga to Bhatinda, you have first to go to Ferozepur which is about 33 miles and from there to Bhatinda It is about 107 miles if I am correct A direct link between Bhatinda and Moga will save about 30 to 40 miles and would not only make accessible several villages but also provide convenience to 20 lakhs of people in that area From the commercial point of view also, I would submit that the link is absolutely essential for you would be able to export a lot of foodgrains There is, I understand, lack of road transport also These are a few things to which I draw the attention of the Railway Minister Of course, there are many minor things too

As I said, there has been a considerable improvement in the administration both in the matter of punctuality of the trains and provision of amenities to passengers, but still improvements are needed I was travelling the other day from Jullundur to Chandigarh by that bogey which is disconnected at Ambala and taken to Chandigarh and it really gave me the surprise of my life when I found the compartment was dirty, in the bath room there was no tap, everything was broken Of course, that may be in a particular section, but I feel improvement is called for in many things

Khanna is an important commercial centre in Ludhiana district exporting, I believe, the maximum quantity of wheat from any area in the Punjab It is a place where the railway authorities have provided no cooler no water amenities so far as my knowledge goes It is essential it should be provided in a place which is so important The mail trains do not stop there Some time back the Kashmir Mail while on its way to Amritsar used to stop there But no mail train stops while coming from Amritsar to Ambala So I wish to draw the atten-

[Shri A. S. Sarhadi]

tion of the Railway administration and the Railway Minister to these and I hope that they will be looked into.

Mr. Deputy-Speaker: Those hon. Members who are anxious to speak must give some indication by rising in their seats. Merely sending in their names will not suffice. I will presume that perhaps they are not ready to speak if they do not rise.

Shri Goray (Poona): We thought that you would call us.

Mr. Deputy-Speaker: The sending of slips only facilitates me. Unless my eye is caught, nobody would be called.

Shri Mohamed Imam (Chitaldrug): We thought you had prepared a list of all the persons whom you are going to call.

Mr. Deputy-Speaker: I am not bound.

Shri M. Elias (Howrah): By my cut motion I want to draw the attention of the Railway Ministry to some of the specific and burning problems of my State West Bengal. Our country needs at present more and more railway lines. In comparison with the vastness of our country the railway line communications are too little Therefore the Government and also many of the hon. Members of this House have presented many demands for opening new lines and Government are also planning to open new lines. The strange thing is happening in our province. Instead of opening new lines old lines which are in existence are being closed down and Government is helping to close down these railway lines. With regard to the light railways, about 119 miles of this railway have been closed down. Those lines are the Bengal Provincial Light Railway, the Barasat-Basirhat Railway and K. F. Railway. The Light Railways of West Bengal have still got an important role to play in our country, especially in serving as a link between the rural and urban areas.

I want to mention here that our city Calcutta was famous for its beauty but by over-population, it is becoming dirtier more and more in these days due to influx of more and more people. If these lines are to be closed, I ask what will happen to those people who have come from the suburbs far away from Calcutta, say about 30 or 40 miles? These people have to remain in Calcutta for earning their bread and in this way the population in Calcutta is bound to increase. On account of the running costs of these railways the private companies cannot profitably manage them and they are running at a loss. The employees of those concerns who are involved number about some 6,000 and they, have submitted their memorandums as well as the people of those areas. All these people have submitted many memorandums before the Railway Board and the Railway Ministry and they have clearly shown that the closing down is not due to road competition but to the bad management of these railways. They have also shown in their memorandums that with the co-operation of the employees if the railways are run, it would turn to be quite a profitable business.

I can give an example about two railways which run in my district and constituency, namely, Howrah Amta and Howrah Siaxhala Light Railways, and this is managed by Martin and Burn Company and they are giving 6 per cent. dividend to their shareholders. Therefore to say that their concern is running at a loss is nothing but false. This Company is also threatening the employees that these lines would also be closed down due to loss in running.

I would like to mention here that the people of these areas and the employees of these concerns, called the Passenger Organization of Howrah Amta Railway line and have sent memorandums requesting the Government to take it over and run it themselves on a profitable basis. My earnest appeal to the Railway Ministry is that this should be taken over;

I would also suggest that in addition to running this Light railway, there should be a Light Railway Board which might go through details such as electrification, dieselization etc There was a Committee consisting of representatives of railway authority and the Railway Ministry Last year they went to these places and they have enquired but we do not know what the result is I think it is now time for Government to take a firm decision and take over all these light railways We know that until and unless we open more light railways, we cannot benefit the rural people I can also say that the light railway costs very little, 20 miles of light railway costs only what one mile of broad gauge line would cost So it is not very costly to run these light railways which we need very much at the present stage of our country to build our economy

I want to take this opportunity to draw the attention of the House to this, that in my Province even peaceful and legally constituted trade union movements are being curtailed by the Railway authority I would like to mention one case and that is of Thakur Prasad Shaw who was a cabin assistant of Ranaghat He was discharged on a false plea and later on it was proved by the High Court that it was completely baseless Due to his trade union activity he was discharged Immediately after his discharge he filed a petition before the Court The Court held the decision that the dismissal of this man was *ultra vires* and unjust and that he must be taken back with a full compensation, but the Railway authority filed against this to the High Court and the High Court also held the same decision The High Court ordered the Railway authority to take back this man with reduced compensation The High Court Title Suit No is 152 dated 25th October, 1952 But so far the decision of the High Court has not yet been implemented This is a grave situation If the orders of the High Court are not implemented by the Government themselves, then one can easily imagine what the private concerns can do I have got many cases in my hand and when the discussion takes place on labour, I shall quote many cases which will go to show how the private owners are not implementing the decisions of the tribunal, the decision of the High Court and the decision of the Supreme Court

So my request to the Railway Ministry is that they should enquire into this matter and immediately implement the decision of the High Court about Thakur Prasad Shaw

I want to say something about the Chittaranjan Factory and the trade union movement there It is a wonderful factory I think we should be proud of it The workers and the employees by their blood and hard work surpassed the target of production which was fixed by the Five Year Plan and in return for their great sacrifices there is nothing but dismissal, charge-sheet and many oppressive measures brought about by the authority at Chittaranjan Many workers are being discharged and virtually the whole area has become a concentration camp There are about 7,500 workers there and they have no right to hold any meeting or hold any demonstration

It is declared as a protected area for the last ten years

Mr. Deputy-Speaker: Has the hon Member gone there?

Shri M. Elias: A delegation of M Ps visited the place last year They have submitted a memorandum

Mr. Deputy-Speaker: Then it could not be a concentration camp

Shri M. Elias: An outsider cannot go to that place M Ps are allowed to go But even relatives of people of there are not allowed to go there

Pandit J. P. Jyotishi (Sagar) How many were charge-sheeted?

Shri M. Elias: My time is limited Therefore, I am not going into details.

With regard to recognition of Unions, it was denied on the plea that there are rival Unions So the employees amalgamated all their Unions into one Union, leaving out all the leftist leaders who happened to

[Shri M Elias]

be the President and Vice-President of one of the Unions, thinking that otherwise the Union would not be recognised But still the Union has not been recognised If a vote is taken, cent per cent of the employees will vote for the recognition of this Union

On the 22nd October 1956, the then Minister of Railways during an informal discussion with Shri Guruswamy, gave an assurance that a modified recognition would be given to this Union, but still it has not been considered and recognition has not been given to this Union Therefore, I appeal to the Railway Minister to look into this matter and do the needful

With regard to the Asansol area, I have visited this place about ten days ago I have seen with my own eyes how the Divisional Superintendent, Shri Khandwal, has created a regime of terror over that area No employer and no worker can participate in any meeting or demonstration They cannot put any poster at any place Due to their peaceful and legal trade union movement, seven employees have been suspended They have not been reinstated despite the inquiry which was held by the Divisional Superintendent himself and which was declared improper by the court

The Burdwan court in their decision ruled that this inquiry was not proper because the prosecutor himself was the inquirer Therefore, the court ruled that the suspended employees should be taken back But here also the decision of the court is not implemented

With regard to the so-called incident at Kharagpur, I want to mention that the workers were not the people who were responsible for the incident Later on, the court also declared that the workers were innocent 26 workers were accused in the court for this incident But the court, after going through the case, decided that they were not responsible for this incident

About 100 or 200 workers have been charge-sheeted and suspended and they have not yet been reinstated. This is a thing which is going on with regard to the trade union movement in my State I can say many things, but time does not permit me to do so

I only want to refer now to the working conditions in some departments I have already drawn the attention of the authorities to the working conditions of the railway caterers In this 20th century, people will be astounded to know that virtual slave system prevails in two or three departments on the railways These poor caterers have to work 40 to 60 hours at a stretch The workers attached to the dining car start work from the place the train starts and continue to do so until the tram returns to the same station after three or four days This means that they have to work at a stretch for 40 to 60 hours without any rest or overtime benefit

This system must be changed and some system must be introduced by which the workers can get proper rest If workers are made to work like this, they must be given the benefit of their work according to the I L O convention and the Factories Act prevailing in our country

Then I would like to refer to the condition of the workers of the Bandel Sahibganj goods train They also do not get rest for seven days They start work when the train starts moving and are on work until it returns to Bandel For seven days, they do not get rest

I would earnestly appeal to the Railway Minister to see that the working conditions of these workers are changed so that the poor caterers and the staff are not forced to work in this manner

For the last four or five years, there has been a demand for nationalisation of catering Now that demand has been fulfilled by the Railway Ministry Workers are being recruited by the Railway Board also But still there are 60 to 70 workers who are very efficient, experienced people, working in Howrah station in different trains.

They have still not yet been recruited by the Railway Board. I would also request the Railway Minister to take back into their jobs these poor railway caterers.

I want to mention one point about assistant station masters and wayside station masters. Their pay-scale is very low. It is only Rs 60—170. Their expenditure is too high These people have to work outside the city. Therefore, they have to maintain two families. By 'two families' I do not mean two wives; I mean two establishments. Only in the city there are schools and so their children have to study there Therefore, they keep their families near the cities and they themselves stay in their working places This means double expenditure on establishment. As against this, the salary that they get is very meagre.

Therefore, I would appeal to the Railway Minister to consider the condition of these poor assistant station masters and wayside station masters also. and afford them adequate relief.

Mr. Deputy-Speaker: The following are the Selected Cut Motions to Demand No 1 which have been indicated by the Members to be moved subject to their being otherwise admissible:

Demand No.	*Nos. of Cut Motions*
1	54, 93 to 96, 98 to 102, 180 to 183, 24, 26 to 33, 69 to 72, 105 to 116, 165, 167 to 172, 184 to 187, 190 to 203

Inadequate provision for new lines in Kerala

Shri Kodiyan (Quilon-Reserved Sch-Castes): I beg to move

"That the demand under the head 'Railway Board' be reduced to Re. 1"

Ban imposed on railway employees appearing in competitive examinations of other All India Services

Shrimati Parvathi Krishnan (Coimbatore): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

Railway Service Conduct Rules, Eastern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

Continuation of National Safeguarding of Security Rules of 1954.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

Failure to reduce the salaries and amenities of members of the Railway Board

Shri Yajnik: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

Discrimination shown in favour of I.N.T.U.C. Union

Shri Goray: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

Failure to prescribe uniform scale of pay for similar categories of employees in different zones

Shri S. N. Dwivedy (Kendrapara): I beg to move

"That the demand under the head 'Railway Board' be reduced to Re 1."

Failure to remove anomalies in the pay subsequent to the implementation of the First Pay Commission recommendations

Shri S. N. Dwivedy: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1"

Inadequate provision for new lines in Orissa

Shri S. N. Dwivedy: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

Need of Railway development in Orissa

Shri S. N. Dwivedy: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1"

Discrimination in planning in providing inadequate Double Rail Tracks in Southern Railway compared to other Railways

Shri Tangamani (Madurai): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

Discrimination in regard to wages and working conditions of store keeper

Shri Sampath (Nammakal): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1"

Planning regarding expansion of Railways

Shri Bimal Ghose (Barrackpore): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re 1"

Size of railway zones

Shri Bimal Ghose: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1"

Report of the Mahboobnagar train accident Commission of Enquiry

Shri Mohamed Imam: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re 1"

Failure to include Employees' representatives in the Railway Board

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100

Failure to recognise certain Trade Unions

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Failure to maintain railway track and bridges with all possible care

Shri M. Elias: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Failure to check ticketless travelling and the consequent loss of revenues.

Shri M. Elias: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Failure to eliminate the need of workers having to live in condemned wagons

Shri M. Elias: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100"

Delay in the preliminary construction of the Tala bridge near Calcutta

Shri M. Elias: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Inadequate representation of Scheduled Castes, Scheduled Tribes and the Minorities in railway services

Shri M. Elias: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100."

Slow progress of electrification in the Howrah-Burdwan Section of Eastern Railway

Shri M. Elias: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Dismissal of numerous Railway employees, in pursuance of the extraordinary powers under Article 311 of the Constitution of India

Shri Narayanankutty Menon (Mukandapuram). I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Policy in regard to recognition of Trade Unions

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Reconstitution of the Railway Board

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Construction of a Metre-gauge Coach Building Factory

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Inadequate daily allowance given to staff drawing less than Rs. 100 as basic pay

Shri S. N. Dwivedy: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Reported announcement regarding the contemplated formation of new railway zone without reference of the matter to Parliament

Shri M. Elias: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs. 100"

Location of the proposed new Railway Tool Factory at Maruadih, District Varanasi, U. P.

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Failure to submit administrative report after divisionalisation

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100."

Failure to place Tuticorin in Southern Railway as 'C' grade station

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100"

Working of the Railway Board

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100"

Purchase of stores and equipment

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Running of the de-lux trains

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Failure to give encouragement to the starting of co-operatives

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Corruption in the Railway Service Commission, Calcutta

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100."

Overcrowding in the trains on Southern Railway

Shri Warior (Trichur): I beg to move.

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Partiality shown to I.N.T.U.C. Union

Shri S. N. Dwivedy: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Unsatisfactory manner of promotions and demotions of drivers and platform foremen

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Revision of acting allowance rules

Shri T. B. Vittal Rao (Khammam): I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Question of providing leave reserve on the basis of categories and not only in the lowest categories

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Need for a separate Railway zone with Secunderabad as headquarters

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs 100."

Question of merger of dearness allowance with pay

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Grievances of former employees of the Barsi Light Railway now in the Central Railway

Shri T. B. Vittal Rao: I beg to move:
"That the demand under the head 'Railway Board' be reduced by Rs 100"

Short supply of wagons to the collieries

Shri T. B. Vittal Rao: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100"

Use of the President's Special Powers under article 311 of the Constitution in the case of Railway Employees

Shrimati Parvathi Krishnan: I beg to move
"That the demand under the head 'Railway Board be reduced by Rs 100'

Lack of proper control resulting in late running of trains and more particularly Ex S I R region of Southern Railway

Shri Tangamani. I beg to move
"That the demand under the head 'Railway Board be reduced by Rs 100'

Frequent transfers of Class III employees particularly in Madura Division of Southern Railway

Shri Tangamani: I beg to move
"That the demand under the head 'Railway Board be reduced by Rs 100'

Under-utilisation of working capacity of Railway Printing Presses

Shri T. B. Vittal Rao. I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100

Need to take up the survey for linking Kazipet with Nellore via Macherla

Shri T. B. Vittal Rao: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100"

Upgrading of the pay scales of gangmen

Shri T. B. Vittal Rao: I beg to move:
"That the demand under the head 'Railway Board' be reduced by Rs 100"

Amalgamation of the grades of the Travelling Inspector of Accounts into one of Rs 300-500

Shri T. B. Vittal Rao: I beg to move:
"That the demand under the head 'Railway Board' be reduced by Rs 100"

Uniformity in regard to pay scales, distribution of posts, work and responsibility in all Railway zones

Shri Sampath: I beg to move:
"That the demand under the head 'Railway Board' be reduced by Rs 100"

Delay in disposing of staff matters in Railway Board Office

Shrimati Parvathi Krishnan: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100"

Formation of Joint Committees of workmen and officials to avoid wastage, pilferage and corruption in all Railway centres

Shrimati Parvathi Krishnan. I beg to move
'That the demand under the head 'Railway Board be reduced by Rs 100"

To provide better medical facilities to railwaymen

Shrimati Parvathi Krishnan: I beg to move
That the demand under the head Railway Board be reduced by Rs 100'

To provide more knee space for seats of III Class compartments under construction

Shrimati Parvathi Krishnan: I beg to move
That the demand under the head Railway Board' be reduced by Rs 100'

Delay in the enquiry by the Sankar Saran one-man Tribunal

Shrimati Parvathi Krishnan: I beg to move
"That the demand under the head 'Railway Board' be reduced by Rs 100"

Need to provide employment for sons of employees as recommended by the Estimates Committee

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Selection by the Railway Service Commission

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Need to revise Discipline and Appeal Rules

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Corruption in Eastern Railway Press

Shrimati Renu Chakravartty (Bashirhat) I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Need to end contract system and departmentalise the Cargo Booking Office at Calcutta

Shrimati Renu Chakravartty: I beg to move

"That the demand under the head 'Railway Board' be reduced by Rs 100"

Mr Deputy-Speaker: All these cut motions are now before the House

Shri Goray: By far the most popular practice in this House seems to be to open one's speech by taking a pot-shot at the Railway Board I do not want to follow the practice and I do not want to direct my shots at these people But I have done a little arithmetic and I would like to present to the House the figures that I have come to

If you open page 1 of the Expenditure of the Central Government—Railways—Demands for Grants, you will find that the eleven officers at the top of the Railway Board are drawing higher salaries than the Prime Minister of our country Their total yearly emoluments come to about Rs 4,68 000 It means that these eleven high officers among themselves earn a yearly salary which is equal to the yearly salary of about 520 clerks or workers who may be getting Rs 75 per month If we calculate all the figures on page 1 we find that these 96 officers are earning an annual salary which is equal to the salary of 1,725 clerks or workers who may be getting a salary of Rs. 75 per month.

An Hon. Member: What is the ratio?

Shri Goray: You can work it out, but it is a ratio which does not fit in with the socialist pattern of society about which we are talking day in and day out in this House

Shri B. S. Murthy. Then it must be inverse ratio

Shri Feroze Gandhi (Rai Bareli) What about the salaries of Members of Parliament?

Shri Goray: Cut them down, I am ready

Mr Deputy-Speaker: Let it not be done just now!

Shri Goray: When the Prime Minister of this country who is said to be the hardest worked man is getting a salary which is not more than Rs 2,200 a month, will it not be possible for these gentlemen to come forward voluntarily and say that they would work for their country on a salary which is not more than what their Prime Minister is getting? I think that if they do not come forward something will have to be done, but I still believe and I have faith in them as most of them are not on the wrong side of sixty They can certainly respond to the call and if they set an example I suppose that will go a long way

About the amenities made available to the passengers, I think every year this issue is discussed and forgotten This can be said specially with reference to amenities which are being given to third class passengers It is very well known that it is the third class passengers who are the mainstay of the whole railway system But one hesitates to ask for any amenities when the Railway Minister only recently declared in Bombay that in the matter of overcrowding he cannot hold out any promise of redress On the contrary—I hope what I am saying represents the correct version—he said that in the next five years there will be more overcrowding I do not know whether there is any room for more overcrowding.

[Shri Goray]

It is only after I was elected to this House that I started travelling in first class. For the last thirty years I have been travelling third. In the third class you invariably find it difficult to make for the latrine. It is impossible. Many times I have gone out through the window when the train stopped at a station and again climbed back through the window. If this is not overcrowding I do not know what overcrowding is.

An Hon. Member: What about iron bars?

Shri Goray: It is only recently that iron bars have been put in and that was only after one of the Ministers, Mr. Gadgil, was assaulted, not once but twice or thrice. He seems to have attracted special notice.

Mr. Deputy-Speaker: It was not meant to prevent people going out.

Shri Goray: Now in the third class compartments I think you can do something to do away with overcrowding. For instance in a compartment there is a board indicating that not more than 64 passengers can be accommodated. Even these 64 passengers can be seated only with difficulty, even then if this rule is enforced people would heave a sigh of relief I would therefore, request the railway authorities to take note of this and try to see that the rules that they have made are enforced.

Shri Ranga (Tenali): That is for normal times.

Shri Goray: These abnormal times seem to have no end at all.

I would particularly refer to the fate of pilgrims who travel every year to Pandharpur. There was the Barsi Light Railway which has now been taken over by the Central Railways. I had been there myself a few months back. I was surprised that from Kurdwadi it seems there is no rule of law. I can understand trains coming late, but I cannot understand trains starting late.

Shri Ranga: That happens even in Delhi.

Shri Goray: That day the train started late by nearly three quarters of an hour. Sir, the pilgrims who travel from there to Pandharpur can only be compared to pigs. There are hardly any bogies. They are a sort of open vans, or ramshackle bogies and people are just forced into them, men, women and children. In spite of complaints and petitions, and in spite of the fact that officers themselves have seen the conditions under which passengers have to travel, year after year, nothing is being done.

About caterers my friend said a few things. I can see that they are overworked. But I would request the railway authorities to see that they are less dirtily dressed. I had occasions to visit the dining cars about ten years back and I am convinced about the fact that in the course of these ten years the conditions have deteriorated all round. Why should it happen, I do not know. Certainly, clean food and clean service can be enforced by the authorities.

Now, about first-class travel. I must accept that I have been disillusioned. Just now, my friend over there described the conditions. Even in the first class. Twice during these 4 months I had to travel without lights. When one complained the Guard would say: I had told the Station Master and the Station Master will say: I had told mechanic or the electrician; and one had to travel without lights. I have found that in the bath rooms the flush is never working. It is almost always out of order. All these things, with a little more care and a little more attention and a little more devotion to public service.....

Shri Ranga: With a little more discipline.

Shri Goray:....yes, and with a little more discipline on the part of both passengers and railway officers, I think, can improve. (*Interruption*).

From this point, I would like to move on to the next point which is construction of new lines. I think, to ask for a new line today is almost asking for the moon; but, I would like to ask for the moon and would rather be refused the moon than not to ask for it.

Shri B. S. Murthy: So, you are the modern Ramachandra!

Shri Goray: Sir, I am talking about those neglected people on the western coast of India who live in an area stretching from Bombay to Mangalore In the last so many years—I suppose for the last so many decades—there has been a constant demand that a line should be constructed and the gap between Bombay and Mangalore be closed. But nothing has been done in that regard There was some ray of hope a couple of years ago when it was said that a survey would be made from Diwa to Dasgaon and from Dasgaon downwards up to the borders of Goa the survey will be continued I do not know whether it was due to the fact that a representative from that area was adorning the Government benches at that time, I mean the Finance Minister Shri Chintaman Deshmukh Perhaps, it was due to his influence that the survey was started at all I do not know whether it is true or not. But, it seems that after his resignation, everything has been forgotten and there is no mention of Diwa-Dasgaon line at all, not to speak of the Konkon Railway. I do not know why this should happen After all, the Konkan Railway will be a very useful addition

Shri Ranga: There are some Konkani Ministers here.

Shri Goray: Therefore, I would request that this particular line should be given consideration and the present policy should be reviewed and, if possible, the survey should be undertaken immediately

There are a few other things that I would like to mention I represent the city of Poona; and, I can tell you that Poona has all along been a very important city and the importance of that city is growing because of the National Chemical Laboratory, the National Defence Academy, the Pencillin Factory and a lot of other things which the Central Government has undertaken There are two points in this city where every time the train crosses, the whole traffic on both sides is held up. Thousands of munition factory workers who go from the city to the factory in streams are held up on their way back from work.

The Minister of Railways (Shri Jagjivan Ram): Level-crossing.

Shri Goray: And, the villagers too who come with goods are held up there, sometimes from 15 minutes to 20 minutes. In this case also the representations made so far have received no consideration. I would request the Minister in charge of Railways to look into this matter.

I would cite another instance where bridge is necessary and that is at a place near Thana There is a refugee colony there near Thana; it is called the Kopri colony There, there are about 5,000 to 6,000 refugees. Tenements have been built for them and the whole area roundabout is being developed. This is my personal experience that whenever you want to go from the Thana to city colony or *vice versa*, you have not only to cross the railway line but you have to creep under goods wagons that are standing there. The simple demand of the Kopri colony people is that the bridge should be extended by one span. That is not being agreed to There are all sorts of emergencies when the Kopri colony people and the villagers roundabout have to go to the city not only for business but for getting medical aid and for many other things; and, every time they have to cross these lines. A bridge is there and it is only a question of extending the bridge by one span But even this thing, I suppose, for the last five years is left outstanding I would request the Minister to look into this matter also.

The last point that I would like to take up is the discrimination that is being made by the Railway Board or the Railway Minister—I do not know which—between the unions. This matter has been brought to the notice of the Minister in charge many times. In this House also so many people have referred to it I do not know what prevents the Railway Minister

[Shri Goray]

from giving recognition to both the unions I know that there is a keen desire on the part of Government that these unions should come together and that they should be amalgamated and merged and that there should be a single union representing all the railway workers This experiment has a long history This was tried It appeared that it would succeed, but, unfortunately, it has not succeeded And, the present position is that there are two unions, countrywide unions, in the railways Some of them say that they have 2,50,000 membership and the other less I do not know whose claim is correct—I would simply say, without going into details, that recognise both the unions As it is you are recognising both unions in some Railways Why don't you recognise the unions throughout the country? That will avoid a lot of bitterness, a lot of tension and a lot of rivalry going on between the unions What is happening is this Because this discrimination is there, the railway authorities on the spot instead of helping to lessen the tension use it as a handle They favour one union against the other and the consequence is bitterness between the two rival unions This is not the case only on the All India level This is the case at lower levels also On the Central Railway, I was told that there was a merger and Shri Asoka Mehta was the Chairman of the merged union Against that or together with that union a union which has been formed recently, only three months back has been recognised But, on the Northern Railway, a union that was recognised for the last ten years does not find recognition now because perhaps it does not belong to the ruling party This is very unfortunate This is not in accordance with the policy laid down in chapter 27 of the Second Plan which deals with labour policy That chapter is full of high-sounding principles—I say high-sounding because they are not put into practice It is very definitely stated there that the workers' union must be recognised, that an industrial democracy is the *sine qua hon* of any socialist planning Where is all this when you examine facts? These principles are given a go-bye When you say that the workers must participate in the industry and they must feel that this is the new India that they themselves are building and all that, you should not put all these things in cold storage and leave them in the lurch when it comes to making them a part of our life

I would say this to the Railway Minister If you want to fulfil the Second Plan, the railway worker has a very important—I would say, indispensible—role to play If he is unsatisfied and feels bitter and despaired, I can tell you, without fear of contradiction, that the railway worker alone can hold up your Plan It is not at all impossible Do you want the railway worker to hold up the Plan and push him into a position where he will stand up and challenge your Plan? It will be the most unfortunate policy to follow So, with all the emphasis at my command, I would ask you to revise your policy and live up to the principles which you yourselves have laid down and recognise both the unions and prepare the ground for enlisting the co-operation of the workers so far as the Plan and smooth development of the country are concerned

श्री राधे लाल व्यास (उज्जैन)

उपाध्यक्ष महोदय मैं अनदान सख्या १ के समर्थन म बोलने के लिये खडा हुआ हू । पिछले वर्षा मे—जब मे देश आजाद हुआ है तब मे रेलव प्रशासन ने जो प्रगति की है, उस पर सभी का अभिमान है। हमारे साधन बहुत सीमित होत हुए भी बहुत से महत्वपूर्ण काम हुए है । जैसे चित्तरजन का कारखाना, इन्टैग्रल काच फैक्टरी पैरम्बूर इत्यादि । अब हजारो की सख्या मे वैगन्ज हमारे देश म बनाये जा रहे है, जिस से रेलवे ने काफी प्रगति की है । इस के अतिरिक्त स्टेशनो पर कई सुधार किये गये हैं और यात्रियो का सुविधाये उपलब्ध की गई है । इस मे कोई

शक नही है कि इस सम्बन्ध में काफी परिवर्तन हुआ है। लेकिन इस के साथ ही साथ अगर कहीं स्थिति बिगड़ जाती है, तो लोगो को टीका टिप्पणी करने और दुख प्रकट करने का ज्यादा मौका मिल जाता है। मै माननीय मत्री महोदय और रेलवे प्रशासन के नोटिस मे कुछ ऐसी बाते लाना चाहता हूं, जिन के बारे मे मेरे राज्य और मेरे निर्वाचन-क्षेत्र की जनता बडी गम्भीरता के साथ सोचती है और जिन पर वाकई ध्यान देने की जरूरत है। मै ये बाते कोई टीका-टिप्पणी करने की दृष्टि से नही कह रहा हूं।

सब से पहले मै यह निवेदन करना चाहता हूं कि जिस समय राज्यो का पुनर्गठन किया गया, उस समय स्टेट्स री-आर्गनाइजेशन कमीशन ने नव-निर्मित मध्य प्रदेश राज्य के बारे मे स्पष्ट तौर पर और बड़े जोर के साथ बताया था कि इस बडे राज्य मे आवागमन के साधन बहुत कम है और उस ने बडी पुरजोर सिफारिश की थी कि राजधानी से इस राज्य के विभिन्न भागो का सम्पर्क कायम करने के लिये कुछ नये रेल-मार्ग और बनाये जाये। आज हमारी राजधानी भोपाल मे आवास वगैरह के जितने साधन उपलब्ध होने चाहियें, वे नही है, जिस की वजह से राज्य के शासकीय विभाग तीन चार जगहो मे रखे गये है। इस के कारण मिनिस्टर्ज, सैक्रेटरीज और हैड्ज आफ दी डिपार्टमेंट्स को आने जाने और दौरा करने मे और सरकारी काम काज चलाने मे कितनी कठिनाई का सामना करना पडता होगा और लोगो को भी कितनी कठिनाई होती होगी, इस का अनुभव हमारे मत्री महोदय को जरूर होगा। हमारे प्रदेश में एक छोटा सा फासला तय करने के लिये कितने घंटे लग जाते है, इस का एक छोटा सा रूप मै आप के सामने रखना चाहता हू। उज्जैन और भोपाल के बीच ११४ मील की दूरी है, लेकिन इस यात्रा मे छ. घटे लग जाते है, और वह भी तब जबकि ट्रेन ठीक समय पर चले। वहा पर ट्रेन्ज प्राय. दो तीन घटे लेट हो जाती है। १ अप्रैल से उज्जैन-भोपाल लाइन सैंट्रल रेलवे से वैस्टर्न रेलवे मे गई है। तब से स्थिति बडी खराब हो गई है। लोग इस बारे मे मुझ से पूछते है और मुझे शर्म के मारे सिर नीचा कर लेना पडता है। लोग कहते है कि क्या वहा देखने वाला कोई है या नही। वहा स्थिति यह है कि शायद ही कोई गाड़ी समय पर आती हो। वहा तो यह नियम सा ही हो गया है कि गाडिया लैट आती है और अगर कभी वे वक्त पर आ जाये, तो समझा जाता है कि आज बडा अच्छा दिन है। गाडिया लेट होने का परिणाम यह है कि लोगो को कनेक्शन नही मिलता है और उन को बडी परेशानी का सामना करना पडता है। रिजर्वेशन कराई जाती है, लेकिन कनेक्शन नही मिलता है। अगर इस सम्बन्ध मे जून के आकडे देखे जाये तो बडा आश्चर्य होता है। रतलाम, खांडवा, उदयपुर और अजमेर जाने वाले लोगो को बडी परेशानी होती है। उन के कनेक्शन होते है। लेकिन उन को गाड़िया नही मिलती है। वे लोग नागदा मे पडे रहते है। हमारे यहा लोग कहते है कि दूसरी जगहो पर इतना सुधार हुआ है, तो क्या वजह है कि यहा पर इतनी अव्यवस्था है। गाडिया बराबर लेट होती है, लेकिन कोई अफसर वहा आने का कष्ट नहीं करते। पिछले दिनो एक अफसर आये थे, लेकिन फिर भी स्थिति मे कोई परिवर्तन नही है। लोगो को पहले ही आने जाने में काफी दिक्कत होती थी, लेकिन गाडिया लेट होने से तो उन की कठिनाइया बहुत बढ जायेगी। हमारे मुख्य मत्री, डा० कैलाश नाथ काटजू, ने इस प्रश्न को नैशनल डेवेलपमेंट कौसिल में रखा होगा कि हमारे प्रदेश मे आने जाने के साधन सुलभ किये जाये। यह ठीक है कि रेलवे प्रशासन के पास इतना रुपया नही है कि वह इधर से उधर तक

[श्री राधे लाल व्यास]

लाइने बिछा दें, लेकिन एक दो लाइनें, जो बहुत जरूरी हैं, जिन के लिये रुपया मंजूर हो चुका है और सरवे हो गया है, जल्दी से जल्दी बिछाने का काम हाथ में लेना चाहिए । विन्ध्य प्रदेश में एक लाईन बिछानी चाहिये ।उस के लिये रुपया मंजूर हो गया है और सरवे हो चुका है । गुना-उज्जैन लाइन भी बहुत जरूरी है । अगर इस पंचवर्षीय योजना मे इन का निर्माण शुरू हो जाय, तो हम समझेंगे कि रेलवे प्रशासन ने लोगों की मुसीबतें दूर करने में कुछ काम किया है । पैसे की कमी जरूर है, लेकिन कम से कम ऐसे काम तो किये जा सकते है, जिन में बहुत रुपये की जरूरत नही है । उज्जैन से भोपाल तीन पैसेंजर गाड़ियां आती जाती हैं । क्या उन मे एक भी फ़ास्ट ट्रेन नहीं हो सकती है ? क्या वहा पर आना में होने वाले समय में कमी न होगी ? क्या इसका फैसला जल्दी से नही हो सकेगा ? इसी तरह से बीना से बिलासपुर तक पैसेंजर गाड़ी चलतीं है भोपाल आने के लिये यदि इन गाड़ियो से आया जाय तो, कितना ही समय लग जाता है । इन मे से एक गाड़ी को तो फ़ास्ट ट्रैन मे तबदील किया जा सकता है । अगर आप के पास कोचिज नहीं है, अगर आप के पास रोलिंग स्टाक नही है तो जितना सामान आपके पास ह, उसी को मिला कर और उसका ठीक ढंग से उपयोग कर के आप इस काम को कर सकते ह । कितने ही बार इस माग को आप के सामने रखा गया है लेकिन आपन इस पर कोई ध्यान ही नही दिया है, यह बात मुझे बहुत दुःख के साथ कहनी पड़ती है । इन गाड़ियों से अगर मिनिस्टर लोग सफर करते है तो सारे का सारा दिन उन का जाया हो जाता है और बहुत ज्यादा समय एक स्थान से दूसरे स्थान तक पहुंचने में उन का खर्च हो जाता है । ऐसी सूरत में वे किस तरह से जनता की शिकायतो को सुन सकते हैं । उन के लिये जाना ही मुसीबत होता है ।

इस वास्ते मै माननीय मंत्री महोदय से प्रार्थना करता हूं कि वह इस ओर अवश्य ध्यान दें । इस बारे में भी उन की कुछ जिम्मेवारी है । उन्हों ने खुद इस बड़े राज्य का स्वागत किया है और इस राज्य से हमारे नेताओं ने बड़ी बड़ी आशायें रखी हुई है । इस राज्य के लिये साधन जुटाना तथा उस की आवश्यकताओं की पूर्ति करना बहुत जरूरी है । मैं आशा करता हूं कि डिबेट के समाप्त होते ही माननीय मत्री जी इस प्रश्न पर गम्भीरता पूर्वक विचार करेंगे तथा वहां जो कमिया है उन को दूर करने का प्रयत्न करेंगे । मैं समझता हूं कि जितने साधन हमें प्राप्त है उन के भीतर रहते हुए बहुत कुछ किया जा सकता है और मेरा यह दृढ़ विश्वास है कि मत्री महोदय करेंगे भी ।

15 hrs.

अब मै उस जनता एक्सप्रैस का जिक्र करना चाहता हूं जो वैस्टर्न रेलवे पर चलती है । उस ट्रेन से मै कई बार आया भी हूं और गया भी हू । इस ट्रेन मे जितने यात्रियों को सफर करना चाहिये उतने यात्री सफर नही करते हैं और काफी जगह बच रहती है । जितनी इस गाड़ी मे भीड़ होनी चाहिये उतनी नही हो पाती है । इस ट्रेन पर बिना टिकिट सफर करने वाले यात्रियो की भी कोई कमी नही है । क्योकि इस ट्रेन पर बहुत कम चैकिंग होता है, इस वास्ते मै यात्री लोग सरकार को बडी दुआये देते हैं । मैं ने खुद बड़ी तादाद में इस ट्रेन पर यात्रियों को बिना टिकिट सफर करते देखा है और यह भी देखा है कि चैकर बहुत कम आते है ! इस गाड़ी मे भीड़ बढ़ाने के लिये रेलवे प्रशासन ने मथुरा से बड़ोदा तक जो लोकल जातीं है और जो साढ़े पाच बजे शाम चलतीं थी उस को बन्द कर दिया ताकि इस गाड़ी मे भीड हो सके । इस रात्रि की गाड़ी को बन्द कर के इस को प्रशासन ने सुबह चलाना शुरू किया । मै ने इस गाड़ी से भी सफर किया है और देखा है कि इस में भीड़ काफी रहती थीं । भीड़ तीसरे दर्जे में भी और पहले दर्ज में भी रहती थी । इस ट्रेन में तीसरे दर्जे के यात्रियों के लिये खड़े होने के लिये भी स्थान पाना मुश्किल हो जाता था । जब इस गाड़ी को

रात को बन्द कर दिया गया तो मैं ने जनरल मैनेजर को चिट्ठी लिखी और साथ ही साथ दूसरे अधिकारियों को भी लिखा । मुझे जवाब मिला कि मथुरा और उस के आस-पास के लोग चाहते थे कि इस को सुबह चलाया जाय इस वास्ते ऐसा किया गया है । मेरा निवेदन यह है कि आप को मथुरा तथा उस के आसपास के रहने वालों की सुविधा को ही नहीं देखना है बल्कि औरों की सुविधा का भी ध्यान रखना है । उन का विचार था कि इस से जनता गाडी मे भीड बढेगी लेकिन ऐसा भी नही हुआ और इस के साथ ही साथ जो यात्रियो को सुविधा प्राप्त थी वह भी बन्द हो गया । मैं यह इसलिये नही कह रहा हू कि इस मे मेरे निर्वाचन क्षेत्र के लोगो का फायदा है लेकिन जो जनता की तकलीफ है उस को मैं आप के सम्मुख रख रहा हू । आलोट के लोगो को अकसर रतलाम, जोकि जिले का हैडक्वार्टर है, आना जाना पडता है । उन को खाचरोट, नागदा और उज्जैन इत्यादि मे भी जाना और आना होता है । जब से इस गाडी को सुबह चलाना शुरू किया गया है, उन के लिये और कोई गाडी आने जाने के लिये नही रखी गई है सिवाय देहरादून एक्सप्रेस के । रात को वे लोग जा नही सकते है । जब काम कर के वापिस आते है तो शाम को गाडी नही मिलती है । यह केवल खाचरोट, महिदपुर रोड, नागदा का ही प्रश्न नही है बल्कि जो लोगों को तकलीफ होती है उस के निवारण का प्रश्न है । उन्हो ने हजारो की तादाद मे दस्तखत कर के जनरल मैनेजर को और दूसरे वरिष्ठ अधिकारियो को चिट्ठिया लिखी है । जनरल मैनेजर, वेस्टर्न रेलवे जब उस क्षेत्र मे आये थे तो लोग नागदा में जा कर एक डेपुटेशन के तौर पर उन से मिले थे । जब वे शामगढ गये तो वहा के लोग भी उन से मिले और उन से निवेदन किया कि जो जनता एक्सप्रेस है उस को खाचरोट, महिदपुर रोड, बिक्रमगढ आलोट इत्यादि पर रुकवाया जाना चाहिये । जनता एक्सप्रेस रतलाम से आगे तो हर स्टेशन पर चाहे वह छोटा हो या बडा रुकती है लेकिन इन महत्व-पूर्ण स्टेशनो पर जो तहसील हैडक्वार्टर्स है नही रुकती है । ये व्यापारिक क्षेत्र है और यहा पर अच्छा व्यापार होता है । समझ मे नही आता कि इस गाडी को इन स्टेशनो पर क्यों नही ठहराया जाता है । मैं ने स्वत. भी डिविजनल सुपरिटेंडेंट, रतलाम से बात की है और उन्होंने मुझे आश्वासन दिया था कि वे इस मामले को रेलवे एडवाइजरी कमेटी मे उठायेंगे और वे स्वय भी अनुभव करते है कि इस को यहा ठहरना चाहिये । मैं ने कोटा के डिविजनल सुपरिटेंडेंट से भी बात की थी । उन्होंने भी मुझे इसी तरह का आश्वासन दिया था और कहा था कि वे इस पर विचार करेंगे । इस के बाद आकडे मगाये गये । जनरल मैनेजर को मैं ने खुद भी चिट्ठी लिखी और कहा कि जिस चीज को बहुत पहले हो जाना चाहिये था वह अभी तक नही हो पा रही है इस का क्या कारण है । लोग कहते है कि यह ठहरेगी तो सही लेकिन पता नही कितने समय के बाद । जो लोगो की तकलीफ है उस को जल्दी से जल्दी दूर न करना मैं समझता हू कोई समझदारी का काम नही है । मैं यह बात इसलिये नही कह रहा हू कि मैं उन लोगो का जो मेरे निर्वाचन क्षेत्र मे है खुश करना चाहता हू परन्तु मैं महसूस करता हूं कि जो उन की कठिनाई है, वह वास्तविक है, उस को बढा चढा कर पेश नही किया जा रहा है । मैं समझता हू कि यदि इन स्टेशनों पर इस गाड़ी को ठहराया गया तो एक तो यात्रियो की सख्या बढ जायेगी और दूसरे जनता की जो वास्तविक तकलीफ है वह दूर हो जायेगी और इस को जल्दी से जल्दी किया जानाचाहिये ।

देहरादून एक्सप्रेस में यात्रियों की भीड़ बहुत रहती है, इस को भी कम करना चाहिये । लेकिन यह सवाल ऐसा है जोकि सारे देश से ताल्लुक रखता है । लेकिन फिर भी भीड़

[श्री राधे लाल व्यास]

भाड़ को कम करने के लिये कुछ तो किया ही जाना चाहिये ।

मैं एक और प्रश्न की ओर माननीय मंत्री जी का ध्यान दिलाना चाहता हू जो बहुत महत्व रखता है । गुड्स और पार्सल्स को ले जाने की या पहुचाने की जो स्थिति है वह बहुत भयकर होती जा रही है । श्रीमान, रतलाम से खाचरोट केवल तकरीबन २५ मील की दूरी पर है । लेकिन पार्सलो की स्थिति यह है कि रतलाम से खाचरोट तक जो पार्सल एक घटे मे पहुच जाने चाहियें, उन को पहुचाने में काफी समय लग जाता है और वे समय पर नही पहुच पाते है । मुझ से कहा गया कि इन के पहुचने मे एक एक महीना लग जाता है । पहले पहल तो मैं ने इस पर विश्वास नही किया लेकिन बाद मे मैं ने इस की जाच की और पाया कि यह बात ठीक है । मेरे पास रेलवे रिसीट नम्बर है, इनवायस नम्बर है और पार्सल व बिल का नम्बर है । समझ में नही आता कि जिस चीज को एक घटे मे पहुच जाना चाहिये उस के पहुंचने में एक महीना क्यो लग जाता है । रतलाम, खाचरोट, नागडा इत्यादि सभी जगहो पर यही हाल है । मुझे आश्चर्य है कि क्यो स्थिति इतनी खराब होती है । हो सकता है कि ये पार्सल फैरी ओवर हो कर आगे चले जाते हो । लेकिन जिस चीज को टापमोस्ट प्रायरिटी देने की जरूरत हो, उस को टापमोस्ट प्रायोरिटी दी जानी चाहिये । इतनी कम दूरी पर जो स्टेशन है, उन तक भी अगर माल समय पर न पहुचे तो यह एक बहुत गम्भीर प्रश्न हो जाता है । ऐसा होने पर व्यापारी वर्ग म तथा जनता मे असन्तोष का पैदा होना स्वाभाविक हो जाता है । इसका एक नतीजा यह भी होता है कि लोगो को चोरी करने का भी मौका मिल जाता है । आज मैं देख रहा हू कि रेलवे बोर्ड को करोडो रुपया मुआवजे के तौर पर देना पड रहा है । नागडा एक महत्वपूर्ण जंकशन है । वहा बिडला की रेयन मिल फैक्ट्री भी है जिस मे करोडों रुपया लगा हुआ है । गुड्स और पार्सल के रूप में वहां काफी माल आता है । लेकिन मुझे अफसोस के साथ कहना पडता है कि वहा कोई पार्सल रूम भी नही है । जहा कम से कम २०० बडल पार्सल के रोजाना आते हो, वहा एक पार्सल रूम का न होना आश्चर्यजनक है । वहा पर एक कमरा है जो १५×२० का है जिस में स्टेशन मास्टर भी बैठता है, टिकिट कलैक्टर भी बैठते है और जिस को लगेज रूम के तौर पर भी इस्तेमाल किया जाता है । वहा पार्सल रूम के न होने का नतीजा यह होता है कि जो पार्सलो के बडल होते है वे प्लैटफार्म पर ही पडे रहते हैं और जब बारिश होती है, तो बारिश मे भीगते रहते है । इस से व्यापारियो का नुकसान होता है, चोरी की गुजायश अधिक होती है, पब्लिक का नुक्सान होता है, देश का नुकसान होता है और रेलवे बोर्ड की हजारो रुपया कम्पेंसेशन के रूप मे देना पडता है । वहा पर एक पार्सल रूम बनाने की ओर रेलवे अधिकारियो का ध्यान अविलम्ब जाना चाहिये । नागदा रेलवे स्टेशन पर गुड्स शेड और गुड्स साइडिंग न होने की वजह से रेलवे से भेजे जाने वाला सामान उठा कर इधर उधर फैंक दिया जाता है और माल नुकसान होने के कारण अक्सर रेलवे को कम्पेंसेशन देना पडता है । नागदा का स्टेशन बडा महत्वपूर्ण स्टेशन है कारण वहा से काफी मात्रा मे माल जाता है और वहा पर आता है और यह प्रबन्ध करना बहुत जरूरी है कि माल बर्बाद न हो और रेलवे को उस के कारण हर्जाना न देना पडे क्योकि अगर रेलवे को मुआविजा देना पडता है तो वह देश का और राष्ट्र का नुक्सान है । मैं चाहता हू कि रेलवे मन्त्रालय उस ओर शीघ्र ध्यान दे और यह देखे कि वहा गुड्स साइडिंग है या नही और गुड्स साइडिंग और गुड्स शेड न होने की वजह से जो माल टूटता फूटता है और बर्बाद होता है वह न हो और

इस के लिये मेरा निवेदन है कि वहां पर गुड्स शेड और गुड्स साइडिंग दोनों बनाये जाने चाहियें और गुड्स के ठीक प्रकार से रक्खे जाने के अतिरिक्त माल की चोरी भी नहीं होगी । यह बड़ा महत्वपूर्ण प्रश्न है और इस की ओर रेलवे बोर्ड को जल्द से जल्द ध्यान देने की जरूरत है ।

मैं एक आध मिनट में बहुत संक्षेप में एक दो प्वाइंट और सदन के सामने रख देना चाहता हूं । खाचरोट में भी गुड्स शेड चाहिये । इस के अतिरिक्त बडनगर और खाचरोट में अपर क्लास पैसेंजर्स के लिये वेटिंग रूम्स की व्यवस्था होनी चाहिये । मेरा एक सुझाव यह है कि चम्बल और चावला इन दो नदियों के बीच के पचास गावों के बीच इधर से उधर जाने की समुचित व्यवस्था नहीं है। बारिश के दिनों में अवस्था बडी खराब हो जाती है और हालत यह हो जाती है कि अगर उन गावों के यात्री गौतमपुर पर उतरें तो नदी पार कर के दूसरी ओर नहीं जा सकते और इसी तरह बडनगर वाले उधर नहीं आ सकते, इसलिये मैं चाहता हूं कि बडनगर और गौतमपुरा रोड स्टेशन के बीच पीर झल्लार पर एक फ्लैग स्टेशन बनाया जाना चाहिये जिस से यह कठिनाई हल हो जायेगी और उन पचास गावों के लोगों को यह मुसीबत दूर हो जायेगी ।

इसी तरीके से एक सुझाव मेरा यह है कि बडनगर में वाटर वर्क्स हो गया है उस को वाटरिंग स्टेशन कर दिया जाय और यदि ऐसा किया गया तो इस में रेलवे का खर्चा कम हो जायगा ।

उज्जैन के बारे में मुझे यह निवेदन करना है कि वह बहुत बडा शहर है और तीर्थ स्थान है । वहां पर अभी तक फुल फ्लेज्ड रेलवे एनक्वायरी आफिस नहीं है और जो रेलवे एनक्वायरी आफ़िस है वह खुले स्थान पर है और दूसरे वह चौबीसों घंटे के लिये नहीं खुलता है और वहां पर रेलवे का टाइमटेबुल भी नहीं मिलता है जिस के कि कारण यात्रियों को बहुत असुविधा का सामना करना होता है और उन को जरूरी इत्तिला नहीं मिल पाती है । मेरा निवेदन है कि रेलवे मंत्रालय को उज्जैन के महत्व को देखते हुए जहां कि आबादी करीब डेढ लाख के है,और जो एक महत्वपूर्ण तीर्थ स्थान भी है, वहां पर फुल फ्लेज्ड एनक्वायरी आफ़िस की व्यवस्था करनी चाहिये ताकि यात्रियों को कोई असुविधा न हो और टाइमटेबुल और दूसरी आवश्यक सूचनायें और जानकारी उन को हर समय मिल सके ।

Shri Shankaraiya (Mysore): At the outset, I would like to refer to an injustice that has been caused to a class of railway employees, which has been pending for a very long time. I am referring to the railway employees who were taken over by the India Government from the *ex*-Mysore State in 1950 after integration. As we know, the original Mysore State had a railway of its own and a separate staff of its own. Though it was paying smaller salaries to their staff, so far as efficiency, qualifications and other things were concerned, they were in no respect inferior to any other railway servants. When the integration took place, an agreement was entered into between the Mysore Government and the Government of India when certain conditions were laid down. But till today those conditions of the agreement have not been fulfilled Great injustice has instead been done to the employees taken over from Mysore both with regard to the classifications and with regard to the gradation of pay. They have been clamouring for a very long time. The case is pending for a very long time, but only piecemeal justice has been done A few cases are considered here and there, but the problem has not been solved in an equitable and reasonable manner The State Government, the railway employees and the Members of this House have

[Shri Shankaraiya]

been agitating for a solution of this problem I do not know what has happened and why the matter is delayed and also why piecemeal justice is being given The matter is pending for over seven years now Many of those employees have retired and some are about to retire, justice has been denied to them Those who are now serving also have been suffering on account of this injustice I would also bring to the notice of the Government that when they put forward their claims, they are treated in a differential manner by the superior officers in the Southern Railway They are discriminated against, ill-treated, transferred and put to all sorts of difficulties [illegible] to bring this matter to the notice of the Government and see that immediate justice is given to them The Mysore Government has been pressing this problem from the very beginning When the Deputy Railway Minister came to Mysore I personally represented the whole matter to him He was in full sympathy with them and said that he would in consultation with the Chief Secretary of the Mysore State and the representative of the Southern Railway solve the problem within three months but it is more than three years now and the problem is still pending I do not know how and when it will be solved So, I would request the Ministry to take up the matter seriously and see that justice is meted out

Though I may not be quite justified in ventilating my feelings so far as the *ex*-Mysore State is concerned, I am sorry to state that after the integration, not an inch of line has been added during these 7 years We had the first Five Year Plan the Second Plan and crores of rupees have been spent, but the old Mysore State remains the same Mysore State and not one inch new line, has been added Why I am making this reference is, for the last 60 years we have been making claims for several lines—very important lines, life lines—linking Mysore with South India and the west coast For example, the Satyamangalam-Chamarajangar line is pending for the last 60 years. Several promises have been made both on the floor of this House and during visits of Ministers to the State, but unfortunately they have not been implemented Several surveys have been made—economic survey, financial survey and so on one after another have been made, but still the matter is pending and it is still in the air Nothing has materialised In the white paper circulated along with the 1957 budget it is stated that a fresh survey has been ordered I do not know why so many surveys are necessary Several surveys have already been made and the matter is pending for over 60 years

With regard to the Hasan-Mangalore railway, the Mysore State has been clamouring that it should have a link with the west coast to advance its industries and commerce, but that has not been done even today With regard to the Chamarajnagar-Satyamangala Railway linking I would like to bring to the notice of the Minister and the House the assurance that was given on the floor of this House by the previous Minister, the late Shri Gopalaswami Ayyangar with regard to a cut motion tabled by Shri Ethirajulu Naidu in 1950 The Minister said

> I happen to know the lay of the land there and also that this section will serve the area which will come under the Lower Bhawani project and so I thought that the estimate I had received underestimated the financial prospects of the line It has been decided practically that we should take up this line as soon as possible The surveys have been completed The actual survey report is being compiled and as soon as it is received, we shall take further steps I will only promise that I shall expedite this matter as much as possible before I cease to have anything to do with these matters I should like some beginning to be made on this line"

This is the assurance given on the floor of this House by the late Mr Gopalaswami Ayyangar Shri Lal Bahadur Shastri also, who was in charge of the railways, when he visited Mysore, made a categorical reply when the claim was made, that this line would be given priority and he gave an assurance And today we still find that the matter is deferred for another survey How much money will be wasted on these surveys, I want to know I want to know categorically when this line will be taken up

Formerly, the construction of this line was being objected to by the South Indian Railway when it was under the management of the British, because they knew that most of the traffic of the S I R would be diverted to this line and consequently their income would be affected But we have no such fears now and there is nobody to object now Everything is our own railway

This is a very important life-line which links up Coimbatore and the whole of the South Much of the business in that part is being affected as the whole of the business has now to run from Bangalore *via* Jalarpet and the other line It is a circuitous route of four hundred miles causing inconvenience both to passengers and goods traffic I therefore request that the hon the Railway Minister will pay particular attention to this matter and do his best in the matter and fulfil the promises held out by his previous predecessors

Another thing that I wish to bring to the notice of the hon the Railway Minister is regarding the line between Bangalore and Mysore It is a metre-gauge line When this line was being operated by the Mysore Government they wanted to convert it not only into broad gauge but into an electric line They had made all the proposals, finalised the survey and sanctioned the whole thing But unfortunately integration came in and they could not execute the work But now what is the position? Leave alone the question of broad gauge or conversion into an electric line, how is the line running? It is a line only 86 miles long And it takes for a mail train four and a half hours to cover these eighty-six miles Can such a train be called a mail or express train? And then most of the bridges are damaged Only the other day the North Cauvery bridge was damaged Why? There is a specific prohibition in the railway traffic rules against the running of more than 35 wagons and one YD" engine on this line at any particular time But contrary to this instruction forty goods wagons with two 'YD' engines were run on a particular day, 22-4-57 The North Cauvery bridge was damaged But the report is otherwise They say that only the cement pointing has been affected and the railway bridge is in order

But what is the condition of working here? No train is allowed to run at more than five miles speed It is not only with regard to this bridge There is another bridge to the south on the Cauvery side Even there no train is allowed to run at more than five miles speed It is an old track And I wish to bring to the notice of the hon the Railway Minister that this metre-gauge line is the one which pays the highest dividend to the Government both with regard to passenger traffic and with regard to goods traffic If you take into consideration the whole of the Southern Railway, this Bangalore-Mysore line which runs to a length of eighty-six miles is the highest profit-giving line out of the metre gauge lines and there has been a long agitation for converting it into broad gauge or at least to renovate it Now on account of the worst condition of the track the mail and express trains have to take 4½ hours for covering these eighty-six miles The line is too old, it has not been renovated, and no attention has been paid to it It is after taking into consideration all these factors and the overall picture that I was constrained and compelled to make a statement that the old railway of Mysore State—

[Shri Shankaraiya]

whether it is called old or new State —and the whole of this area its neighbourhood Why the whole of South has been neglected both by the Southern Railway as well as by the Railway Board Therefore I would request the hon Minister to pay personal attention to this matter and remove the grievances early There has been a good deal of criticism against a railway train, and that too a mail train, taking 4½ hours to cover this short distance of eighty-six miles

Another point I wish to bring to the notice of the hon Minister is with regard to the supply of coal Many of the industries in Mysore have been greatly affected, particularly the Bhadravati Iron Works The Bhadravati Iron Works, as we all know, is producing steel which is very essential today But the steel is produced at a heavy cost If the coal transmission is done through the railway alone it would save a good deal and would reduce the cost of production also They have been claiming it for a long time The Mysore Government have also been urging upon the Centre to provide railway wagons and arrange for the transmission of coal only through the railways Now it is partly being done by shipping and partly by railway If it is transmitted only through the railways the cost of production of steel would be considerably reduced But I do not know why it has not been done After all it is a government concern now They are interested in the production of steel They must bring down the cost of production The Railway is also in their hands

I would therefore request the hon the Railway Minister to look into these things and remove the grievances And I would particularly appeal once again to him to see that the Satyamangalam-Chamarajanagar railway line is brought into being immediately, because the matter has been pending for the last sixty years and promises in this respect have been held out by his predecessors And the present hon. Minister will take all the credit this time in whom I have great trust and belief.

Shri B. S. Murthy: On a point of information May I know whether those people who have not taken part in the general debate be shown any consideration during the discussion of the Demands?

Mr. Deputy-Speaker: I will keep that in mind Shrimati Parvathi Krishnan

Shri Mohamed Imam: I did not take part in the general debate

Mr. Deputy-Speaker: I have called Shrimati Parvathi Krishnan

Shrimati Parvathi Krishnan: Mr. Deputy-Speaker, when discussing these Cut Motions, the key issue that comes up before all of us and is there in our mind's eye is that of overcrowding in the railways today Far from this problem of over-crowding being tackled, it seems to be a worse headache today than ever before, and it is something that has to be seriously looked into Because we must remember, in this age of democracy—about which the hon Minister himself waxed so eloquent when speaking on the Railway Protection Force Bill —that eighty per cent or more than eighty per cent of your passenger revenues comes from the third class passengers When that is so, it is only natural that one expects that the third class passengers would be given some more consideration than they have been given hitherto It is no good having your *de-luxe* trains and your saying "Look, we are thinking of the third class passengers" It is for deeper and far more fundamental than that, and no amount of window dressing or eye wash is going to help—however much the Railway Minister may choose to learn from his colleague the Finance Minister

Now, I would like to put before the House certain key examples of the manner in which third class passengers suffer because of the lack of

efficiency of the administration, because of callousness, and because there is such a top-heavy bureaucracy that they think only in terms of the bureaucracy and all and sundry that might be around them For instance, at the place where I come from, namely Coimbatore Junction, when the Cochin Express reaches there, an extra bogie is attached And in that extra bogie you have two first-class compartments and two third-class compartments which can accommodate eighteen third-class passengers each, sitting accommodation and perhaps about thirty-six third-class passengers, huddling accommodation, as is the rule nowadays When the Governor was once going from Coimbatore to Madras, his saloon was to be attached to that train One of those compartments reserved for third class passengers was reserved for his staff numbering six, consisting of dhobi, barber, valet, etc, I do not know the details This was brought to the notice of the Governor I am happy to say that he was in a very democractic mood that day and therefore he said that he would look into the matter The point is not whether the Governor is in a democratic mood or not, the point is not whether the Governor is such that he could be approached by an ordinary third class passenger as happened in this case The point is that in the administration there is something seriously defective that the railway authorities, when such reservations have to be made, do not make it taking into consideration the comfort of the ordinary, every day travelling third class passenger If the Railways should do this, certainly the problem of over-crowding of third class passengers can be combated to some extent If the administration had said at that point, that accommodation for six people be reserved in this compartment, the quarrel would be minor But, when 18 seats are wanted for six people, it becomes a major one

Similarly, we found, when the Chief Secretary was travelling one day,—I was in that tram—one III class compartment was reserved for his police escort Such a precious life! The police had to jump out at every station to guard His Excellency who was sleeping in his air-conditioned glory For this one man, one whole compartment for the police another Any way, the police have to sit awake Why not they travel in a crowded compartment? Why not the ordinary third class passenger be given some more comforts These are the things There must be hundreds of examples like this If the administration would look into these and see that they do not happen, that would go a very large way to enable the public to feel that there is some human feeling in the Railway Board, that it is not just woodenness that exists, that it is not just a question of tables and chairs being filled with marionettes and puppets.

There is another aspect In the Grand Trunk Express today, on some days, we have an air-conditioned coach attached When there is the De-luxe tram, when there is an extra first class compartment in the De-luxe tram, is it necessary to continue the air-conditioned coach? I feel that in the interests of the travelling public, it would be far better to take away the air-conditioned coach and attach an extra third class bogie in the Grand Trunk Express—or two as my friend says

Similarly, you have an air-conditioned coach in the Nilgiri Express going from Madras to Coimbatore I can talk safely about this because those who voted for me do not travel by this air-conditioned coach This is a train that travels overnight Most people go in the first class If you take statistics, you will find that the monthly use of berth in this air-conditioned coach is about 40 per cent There is a very convenient air service from Coimbatore to Madras and those who can take advantage of the air-conditioned coach usually go by air On the other hand, because of the insufficiency of service on that particular section of the Southern

[Shrimati Parvathi Krishnan]

Railway, there is a tremendous rush on that train It would be far better if that air-conditioned coach is removed and more third class accommodation provided because it ill accords with the conception of a socialistic pattern of society to see a handful of persons travelling *de-luxe* free from noise and dust with all the comforts that an air-conditioned coach gives while hundreds of people travelling huddled together in conditions in which as an hon Member pointed out earlier even cattle are not made to travel

Apart from these adjustments which, I am sure, must be many if one were to examine this question train by train, there is also the other suggestion that has been made time and again that the line capacity can be increased by providing for interlocking and for better signalling Closely linked up with this problem of over-crowding is the problem of delay and late running of trains Because the trains are late, there is over-crowding It is not necessary to go into details Perhaps, the hon Minister will be able to give many more illustrations than myself, knowing how democratic-minded he is how he experiences the late running of trains—he may have been the cause of it sometimes—and also how he experiences over-crowding This late running of trains has become chronic It is becoming an epidemic that I think it needs as much of a special discussion as the flu epidemic did in this House Why is it that nothing is done to improve this particular thing? Why is it that operational efficiency today is at such a low par?

Let me give you some examples of how in some cases it can be easily avoided This is speaking as a layman because I have never worked in the railways fortunately or unfortunately In Coimbatore, once, a train was held up because the Governor's saloon was expected. Unfortunately, the Governor is still one of the few persons who have to travel by a saloon Every one was waiting for the saloon to reach The Governor got out of the saloon at Coimbatore From Coimbatore to Ooty, there is a very magnificient road Various cars were waiting. The Governor got into his car and up he went to Ooty But the train was held up and the ordinary travelling public had to wait for the saloon to see the Governor coming, getting down and going off in his car There are ways for crowds to be collected It was not necessary to hold up the passengers to see the Governor going out this is the kind of thing that happens That is delay

There are various other instances There is the question of the payment of overtime to the operating staff I think there is a certain number of hours that they are supposed to work, something like 180 or 190—I am not absolutely sure of the exact number Be that as it may, the problem exists After they have done work for those hours, they go off duty What happens is, the engine driver for instance, keeps check of his hours and when those hours are over, he goes away There is no proper system of paying overtime Take for instance a goods train It is ready The engine is ready, the fires are burning as they should But, there is no engine driver Immediately, somebody has to about calling for driver All this time, there is delay, wastage of coal This thing goes on It would be much better if the Railway administration and the Railway Minister would consider the question of payment of overtime and calculation of overtime on a weekly basis as is already provided for in the Factories Act

Apart from this, I feel that as far as this question of late running is concerned, instead of there being mutual retrimination instead of instances of passengers shouting at the drivers and even threating to beat them or lynch them because the trains are running late or shouting at the guard or the conductor as the case

may be, would it not be good, as we traverse the very thorny and hard path to the socialistic pattern of society, to set up committees at all levels, Joint committees of adminstration and the workers? I am not talking in terms of unions because I see a slight twinkle in the eye of the Railway Minister and the Deputy Minister also seems to be listening carefully I say joint committees at various levels which will help to tackle these problems that come up with regard to delays and late running of trains. Because, sometimes, these delays are due to something happening in the loco shed or in the yard, etc If you have these joint committees, you will be able to overcome a lot of difficulties. It allows the workers participating in the actual running of the trains, not just looking at their number of hours and saying, it is overtime, so we go. You will have more co-operation and also the administration will be enabled to understand the difficulties that the workers are having Of course, I would have absolutely no objection if in certain major junctions, in some committees you also include representatives of third class passengers. That would also help

I said over-crowding and delay are linked up. I know from personal experience that trains are held up while passengers jostle with each other and fight and the station master has to come and rescue this person or somebody else. This means delay If you have joint committees, I am sure these two important issues can certainly be tackled and we can see a measure of improvement instead of this rapid downward march and increasing of overcrowding and delay

Now, I come to another very important problem and that is the stepmotherly attitude that has been adopted towards the South. In the South, we have various problems. We have the problem of neglected railway lines. We have the problem of complete callousness and refusal even to bother to reply to letters or to reply to memorandums that may be sent.

One point, a key example, has already been touched upon and I am very happy that it has been touched upon I think it was an hon Member from Mysore who raised the problem of Chamrajanagar-Satyamangalam and Coimbatore link. I said it was step-motherly. I will point out to you how The Central Board of Transport in 1951 made various recommendations and every single one of those recommendations has been implemented except this particular railway line and there have been time and again demands that this should be taken up It is not just a demand where some one could say that it is a linguistic problem, a national problem etc. But from the point of view of the industrial, economic and national progress of this country, from the point of view of giving more transport facilities, of combating overcrowding, it is a very important line The traffic and the engineering surveys are already over. You must remember that this line will cover an area, a very rich forest tract in Mysore State, of cotton tracts in Coimbatore district, which is a very neglected district, as far as railways go. In our district we have nearly 3 lakh acres under cetton cultivation,—no mean number. As far as these two provinces, Mysore and Tamil Nad—though the ruling party insists on calling it the Madras State—will certainly be helped. And this particular line will co-ordinate a through metre gauge from Poona to Dhanushkodi and this you must take into consideration because when discussions were there on the General Railway Budget, you will remember that speaker after speaker referred to the fact that a great deal of delay was there, because you have to have this transhipment from metre gauge to broad gauge in many places. By this line you will overcome a great deal of delay that is there in the transhipment of goods.

[Shrimati Parvathi Krishnan]

In fact to add to the distinguished galaxy of people who have already been mentioned by previous speakers, that is to say the late Mr Gopalaswamy Ayyangar, and the previous Railway Minister Mr Lal Bahadur Shastri, one might add now the distinguished name of the present Governor of Madras, who when he came to Satyamangalam and was given a memorandum, he also promised faithfully that it would be taken up, but the days of promises are over and we are waiting for the days of actions

The estimated cost of this line is Rs 5 crores and odd Of course, the hon Minister will say that with a greater allocation from the Second Plan, you may have your line My reply to that would be You have got the money Nobody is going to give you an extra allocation till you improve what you have got already You can save the money Why do you want Rs 2 crores for the Railway Protection Force? Why do you want Rs 2 crores to militarise your railways? Instead of that divert your Rs 2 crores to the Satyamangalam line The money is there and you need not have an extra allocation in the Second Plan

Then I come to the problem of double track in the South, where there are only about 42 miles of double track in the Southern Railway In the North you have Bombay-Nagpur, Bombay-Itarsi, Calcutta-Delhi, with gaps here and there and then you have got Bombay, Baroda etc I ask, why not consturct a double track from Madras to Coimbatore, from Madras to Bangalore and from Madras to Trichmopoly, Madras to Bezwada I think Professor Ranga will agree with me that Madras to Bezwada will certainly help

Shri B. S. Murthy: Madras to Bezwada, Bezwada to Kazipet and from Kazipet to Hyderabad?

Shrimati Parvathi Krishnan: I feel that this double track is an important issue and it should be taken up

There is only one more point that I would like to deal with before I conclude, and that is the attitude towards the railway workers There is not much time for me to go into great detail but the manner in which the Railway Minister is reacting as I raise the subject—he is obviously well versed with the subject—makes me hope that least this time he will give a very sympathetic hearing to it.

There is the question of policy that is being carried out The demand for the Second Pay Commission that has been hanging fire for a very long time, the question of housing and of indiscriminate transfers We are told that there are no wagons to move foodgrains, we are told that there are no wagons to move manganese ore, which is a very important foreign exchange earning product, from the manganese mines to the ports At the same time in the Southern Railway in the Olavakot Division you have over a period of 2 or 3 months, 1,500 transfers which means that over a period of 3 months 1,500 wagons are to be used for these people to be transferred as a process of harassment, and so many other things, and various forms of discrimination, whereas these wagons could be diverted to far more important use I say that you must have a more imaginative outlook towards the question of transfers, and link it with national requirements also I agree that where the staff have got contact with the public you must have certain regulations and after a certain period of time, they should be transferred but why transfer people from loco sheds, why transfer people from the permanent way This matter should seriously be gone into and the interests of the workers safeguarded while at the same time it will help the railways also.

One last point in this connection and with that I will conclude and that

is the use of the President's special powers under Article 311 of the Constitution and the very urgent necessity of amending the Railway Services Conduct Rules. These have existed in some form or another since 1947. It was something that all of us opposed before 1947, including hon. Members who sit on the opposite side of the House. But after 1947 instead of upholding the liberty of the railway workers and upholding the liberty of the individuals who are employed on the railways, we find that more use of this rule is being made today than ever before; we find that in this road of socialism it is the railway workers who have to go and tread very very carefully because at every step there is a fresh sword of Damocles of these special powers and Conduct Rules hanging over them. Therefore, this is a very important thing. You have got various laws on the statute book which enable you to take action where there is dereliction of duty and if you put into practice the principle of workers' participation in management, if you bring into being those joint committees which I have suggested, those will be a far more powerful weapon towards combating any dereliction of duty or whatever laxity there may be on the part of individual workers who today have no opportunity of replying but are chucked out and they do not have any manner in which they can redress the harm or hardship that they have to undergo.

With these words, I would like to conclude my speech and in doing so, I would like to appeal to the Railway Minister and tell him that we expect the Railways to be model employers. It is a public sector and we are happy that it is a public sector and as an employer you have to be a model. At the same time you must run it as a business proposition and not at a loss and also, Sir, there must be something human about it. Let us forget the old Marwari traditions of business in this country.

Mr. Deputy-Speaker: Is it a complaint against me?

The Chair is expected to be addressed.

Shrimati Parvathi Krishnan: I apologise, There was certainly no reflection. I was getting inspiration from the manner in which the Minister seems to appreciate what I was saying. Perhaps now wisdom is dawning on the administration and on the Railway Minister that the railways should come forward as a model in the new India that is being built up. We want to do away with all that is harsh, with all that is anti-democratic and anti-people and let the railways, instead of turning away from the people, serve as a model for other sections of the public sector and also the private sector.

Shri Bimal Ghose: I would like to refer to two or three matters bearing on questions of policy.

The first is what appears to me to be an absence of a satisfactory or adequate planning machinery in the railway administration. I am not quite sure if overcrowding is also not a result of this absence of a planning machinery.

It may appear paradoxical to say so when the railways have a very large development project in hand, but if one examines the plans that the railways have, one will find that the plans have been evolved in a haphazard and ad hoc manner.

Take for instance the question of the Chittaranjan Locomotive Works. It is stated in the Railway Equipment Enquiry Committee Report that the capacity of the Chittaranjan Locomotive Works would be expanded to produce 300 broad gauge locomotives. That was taken into account in evolving the Second Plan in regard to the requirements of locomotives, but I find in the White Paper for 1957-58 that it is intended to stabilise the production of Chittaranjan Locomotive Works at 168 broad gauge locomotives. I should think that that is perhaps

[Shri Bimal Ghose]

due to the fact that it is now felt that we should go in for more electrification and dieselisation than manufacturing steam locomotives, but my point is that it was in 1956 that the Railway Equipment Enquiry Committee reported and I presume that the information that the Chittaranjan Locomotive Works would produce 300 locomotives must have been given by the railway administration to that Committee, and within the course of a year that decision appears to have been changed I would submit that the decision has been changed because there was no planning

15 54 hrs

[SHRIMATI RENU CHAKRAVARTIY *in the Chair*]

Take a more serious matter, the assumptions underlying the railways development schemes in the Second Plan The original assumption, if I remember correctly, was that there would be a 30 per cent increase in passenger traffic and in goods traffic to about 180 million tons I would ask you what was the logical basis for having come to the conclusion that there would be an increase of 30 per cent in passenger traffic, because if you take the figure of 1950-51, you will find that the total number of passengers originating in first class railways was about 127 9 crores and I find that in 1955-56 the total number is 127 5 crores That means over the five year period the number of passengers originating has gone down Why then in this context do you expect that there would be a 30 per cent increase in passenger traffic during the Second Plan What was the basis? Has any forecast been made from the experience of past years as to how passenger traffic will develop?

Then I ask how was it that the railway administration came to the conclusion, apart probably from taking into account the increased demands of the Second Plan, that the goods traffic would be 180 million tons? Had they any forecast, or did the railways know from experience that they would be able to build up capacity to that extent?

The figure was reduced from 180 million to 160 million tons because of shortage of funds The Planning Commission reduced their allocation from over Rs 1400 crores to Rs 1125 crores and therefore the programme was also cut down But even for moving a traffic of 160 million tons, the railways have calculated that they would require over a lakh of wagons

I would like you to project into the Third Five Year Plan, if anybody has thought about it At the end of the Second Plan there would be on lines over three lakh wagons If our increase in traffic has been of the order of let us say 24 per cent from 1950 51 to 1955-56 and if it is expected that our goods traffic will increase by about 40 per cent during the Second Plan even at the reduced figure of 160 million tons,—if we are taking 180 million tons the increase would be about 58 per cent—if you project that into the Third Plan, it would mean increase in goods traffic of 60 to 70 per cent If to move 40 per cent more traffic you require 45 per cent more wagons, then to move 60 per cent more traffic in the Third Plan you would require 70 per cent more wagons, that is more than over two lakh wagons But have our railways the capacity to put on the line in addition to more than three lakh wagons that we shall have at the end of the Second Plan two lakh more wagons? If we have not got that, then what I want to know is if there is any organisation in the railway administration to think out what our problems would be later on, and whether there would be necessity of changing our attitudes to the size of locomotives, wagons and so forth.

What I wanted to say was that I have a feeling that there is no organisation, no cell in the railway administration anywhere to think out our development plans, and that is not good for the country Many of our plans will founder on the ability of the railways or the transport organisation to carry the traffic that would

be originating My suggestion therefore would be that there should be a member in the Board specifically engaged in planning work There should be a member for planning, research and statistics

Our railway statistics are also not very good We get certain statistic I have been reading the reports of the Estimates Committee They have suggested many things and those things have not yet been done Further, our statistics do not give us any idea as to how traffic or any other thing in future will develop If I now ask the Railway Minister as to what he expects in future, has he got the statistics as to what will be the traffic at the end of the Second or the Third Plan? Has he got the machinery to tell me that? What the railway administration has been doing has been to go ahead in an ad hoc manner A problem arises, they settle it, but that is not the way in which we should proceed in dealing with such an important service as the railways, particularly as there does not appear to be the possibility of developing the roadways to any very large extent with a view to relieving the burden that may be placed upon the railways

The second point that I want to place before you is the question of the size of the zones That question was examined I believe, by the Efficiency Bureau and their results are also stated in the Estimates Committee Reports If the work-loads have increased, what is the sense in keeping the zones as they are today?

16 hrs

I do not know if it is a question of prestige and Government want to say that they have already 6 or 7 or 8 zones and there will not be any increase in the number of zones It is not a question of prestige, it is a question of operational efficiency, because with that there is another question which I wanted to suggest and that was the question of the devolution of authority to lower levels But devolution of authority will not serve any useful purpose unless the zones are made of adequate sizes, sizes which, for example, a General Manager or Traffic Manager or whoever is head of any service can adequately look after and also service Unless we do that I do not think devolution of authority by itself will be of much use—although there has been a complaint that there is too much standardisation today in the railways, standardisation which is effected at the highest level and does not take into account local variations But for local variations to be taken into effect, I believe it is necessary that the size of the zones should not be too large

A zone of 5000 or 6000 miles would certainly be considered to be too large and as pressure is increasing with development of the plan and large schemes are taken in hand, I think it is necessary that the hon Minister should devote his attention to this problem and not stand on prestige if necessary, the size of zones should be cut down

It has been a very good decision of the hon Minister to carve out a new zone in the Assam region I think that would make work more efficient in that part Similarly in other areas also, the zones should be cut down to a sizeable figure

The last point I want to bring forward concerns the difficulties which probably the Railway Acts and codes sometimes present and the need that may arise for a revision of those things We very often receive demands which we also voice that overbridges should be constructed at railway level-crossings because of the inconvenience caused to people in crossing the line Very often the answer is that the railways are responsible only for construction of the bridges but the approaches to bridges should be maintained either by the public or by the district or local board But the district or local board may not have funds, whereas the railways may have But the railways do not proceed because I believe that before proceeding, these rules and regulations have to be observed and fulfilled

[Shri Bimal Ghose]

Similarly, there may be schools which need developing and railways may have land which they can give away at nominal cost. But probably they cannot do this because the rules and regulations stand in the way. The rules and regulations and codes were framed at a time when the railways were not national concerns They were private concerns and those rules were framed with a view to protect the interests of private concerns Now the railways are nationalised property and, therefore, our conception in this regard should change, and whatever stands in the way of undertaking desirable developments or desirable projects should be removed

I would, therefore, request the Minister to give his attention to this question so that at least this question of building overbridges at congested roadways may be taken in hand with greater expedition

I do not intend to bring up local issues at the moment because I believe I shall have an opportunity to do so when we are discussing the construction of new lines But before I sit down, I would like to mention one or two lines which require to be constructed in West Bengal It is on the border between West Bengal and East Bengal I would stress the need for railways to link up the Balurghat, Malda and Dinajpur area There is a station at Hili which has fallen in East Pakistan but the hinterland is in West Bengal The crop that is raised there, fruits—mangoes and other things—cannot be easily shifted from there So it is essential in the interest of the economy of that region that these areas should be linked up

There was also the question of building the Basirhat-Barasat railway I would like to know what has been done about it Certain assurances were given in this regard I will have an opportunity to refer to this later Therefore, I do not want to take more time now

श्री का० ना० पांडे (हाता) सभापति महोदया, अभी थोड़े दिन पहले हम लोगों के सामने यह बात आई और हमारे प्रेसीडेंट महोदय ने भी इस बात को स्वीकार किया कि उत्तर प्रदेश के पूर्वी जिलों तथा बिहार की हालत खाद्यान्न की दृष्टि से खराब है और यही वजह थी कि माननीय खाद्य मंत्री ने अपने वक्तव्य के सिलसिले में इस बात पर जोर दिया कि वहां पर लोगों की मदद के लिए अन्न भेजना चाहिए । लेकिन मैं यह देखता हूं कि जहां सरकार यह समझती है कि पूर्वी जिलों को तथा बिहार को खाद्यान्न की अत्यन्त जरूरत है वहां रेलवे की तरफ से उस खाद्यान्न को पहुंचाने का क्या इंतजाम है, इसे देख कर मुझे आश्चर्य होता है । उदाहरणार्थ मैं आपको बतलाऊं कि पूर्वी जिलों में देवरिया जिले और चम्पारन जिले के बीच में बड़ी गंडक नाम की एक नदी बहती है । अंग्रेजों के जमाने में वहां पर एक पुल था । वह पुल काफी अर्सा हुआ बह गया पर इस राष्ट्रीय सरकार के जमाने में उस पुल को फिर से बनाने की कोई जरूरत नहीं समझी गई । अगर गवर्नमेंट की तरफ से इस बात का इंतजाम होता है कि वहां पर खाद्यान्न पहुंचाया जाय लेकिन अगर आपके पास आवश्यक साधन नहीं हैं कि जिनसे वह अन्न उन जगहों पर पहुंच सके तो फिर इस तरीके की व्यवस्था करने से पब्लिक का कोई लाभ नहीं होगा । उधर रेलवे नहीं है और अच्छी सड़कें जिनके द्वारा वहां पर सामान पहुंचाया जासके उनका भी वहां पर अभाव है । और मैं आप के नोटिस में यह लाना चाहता हूं कि वह एक ऐसा क्षेत्र है जहां पर बराबर बाढ़ आती रहती है और बरसात के जमाने में वहां पर आसानी से लोगों का पहुंचना कठिन हो जाता है । सरकार की योजना है कि अक्तूबर तक कम से कम बाढ़ क्षेत्र को गल्ला दिया जाय पर बरसात में वहां अन्न कैसे पहुंचेगा इस बात से हमें चिन्ता होती है । विशेषकर देवरिया के उत्तरी हिस्से से लेकर के चम्पारन तक अन्न पहुंचाने की क्या व्यवस्था होती है मुझे नहीं मालूम । अगर वह अन्न मुजफ्फरपुर

से होकर के आता है तो निश्चय ही उस पर जो किराया बढ़ेगा, उस का असर अन्न के भाव पर पड़ेगा ।

दूसरी चीज में आपके सामने यह पेश करना चाहता हू कि जब हमारे पूर्व रेलवे मंत्री श्री लाल बहादुर शास्त्री थे तो उनके जमाने में पूर्वी जिले में एक ऐसा किस्सा है जहा पर रेलवे लाइन बनाने के बारे में सर्वे हुआ था । योजनानुसार उस लाइन को बडहज, रुद्रपुर, पडरौना, खड्डा सिसवा होते हुए निचलौर तक जाना था । लेकिन हम देखते हैं कि इस नये प्लान में उसका कोई स्थान नही है

श्री जगजीवन राम प्लान उन्ही के जमाने में बना था ।

श्री का० ना० पांडे उस समय सर्वे हुआ था । हो सकता है कि प्लान भी उन्ही के जमाने में बना हो । मेरा उस का जिक्र करने के तात्पर्य यह था कि यदि किसी नई लाइन के बनाने में आप को कठिनाई है तो आप पबलिक को यह समझाइये कि हमारे पास इस बात की कमी है जिस के कि कारण अमुक रेलवे लाइन हम नही निकाल सकते और इस तरह पबलिक भी उस को अच्छे तरीके से समझ सकती है । ऐसा न होने से जब पबलिक यह देखती है कि सरकार अमुक लाइन बनाने की जरूरत महसूस करती है और उस का सर्वे भी करा चुकी है फिर भी जब वह उस को प्लान में नही देखती है तो उस को बडा कष्ट होता है । इसलिये मैं मंत्री महोदय से अर्ज करूगा कि भले ही यह प्लान शास्त्री जी के समय में बना हो, आप भी इस बात की जाच कराये कि वहा पर इस रेलवे लाइन की अत्यन्त आवश्यकता है या नही । जहा रोड्स भी पूरे तरीके से नही हों और इस रेलवे लाइन बनाने का काम भी स्थगित कर दिया जाय, तो मैं पूछना चाहता हू कि वहां पर जो यह गल्ला पहुचाने की समस्या है और इस के अतिरिक्त दूसरी कठिनाइया जो जनता के सामने हैं उन्हे हल करने में सरकार किस तरीके से कामयाब हो सकती है ? मेरी तो अर्ज है कि मंत्री महोदय इस बात का ख्याल करे कि उन हिस्सो में जहा की सिचुएशन अलार्मिंग है, और जहा सरकार लोगो को सहायता पहुचा रही है, वहा मोन्स आफ ट्रान्स्पोर्ट ज्यादा हो ताकि चीजें सुविधानुसार पहुच सके ।

दूसरी चीज मैं यह अर्ज करना चाहता हू कि कई स्थानो पर जहा गाडी तीन या पाच मिनट ठहरती है, सरकार ने ऐसी व्यवस्था की है कि वहा पर डिब्बो के अन्दर की सफाई हो सके । वहा पर साइन बोर्ड भी लगा हुआ है कि यहा पर फ्री सर्विस है, मुफ्त सफाई होती है । सवाल यह है कि चूकि गाडी कुल तीन या पाच मिनट ठहरती है अत सफाई करने वाले केवल तैयारी ही करने रह जाते हैं जब तक गाडी छूट जाती है और कमरे साफ नही हो पाते । नतीजा यह होता है कि बहुत से कम्पार्टमेंट्स जो शुरू में गन्दे चलते हैं, वह वैसे के वैसे ही चलते जाते है । मैं समझता हू कि जहा पर यह साइन बोर्ड लगे हैं कि सफाई मुफ्त होती है, वहा पर ऐसा इन्तजाम करना चाहिये कि वह चरितार्थ भी हो सके । इस काम के लिये कौन आदमी जिम्मेदार है, इस ओर भी आप को देखना चाहिये ।

मैं अभी हाल में इत्तफाक से लखनऊ से गोरखपुर थर्ड क्लास में गया । जब लखनऊ से गाडी चली तो मैं क्या देखता हू कि पखे का आधा हिस्सा जो ऊपर सामान रखने की जगह होती है उस पर रक्खा हुआ है । किसी को इतनी फुर्सत नही है कि उस की मरम्मत करा सके । मैं समझता हू कि जहा सरकार चाहती है यात्रियो को सुविधा प्रदान की जाय, वहां उस को इस ओर भी ध्यान देना चाहिये

[श्री का० ना० पांडे]

कि किस की वजह से यह सुविधाये यात्रियों को नही मिल पाती है और वह कौन से इस को देखने वाले है जिन की स्लैकनेस से यह बाते कार्य रूप मे परिणत नही हो पाती है, जिससे लोगो को शिकायत होती है ।

अभी एक भाई ने कहा कि एक जगह दो यूनियन हो तो उन दोनो को मान्यता देनी चाहिये । मैं समझता हू कि इस सम्बन्ध म सरकार का जो यह नीति है कि एक यूनियन को ही मान्यता देना चाहिये वह बहुत अच्छी है । इसलिये कि अगर यूनियन किन्ही शर्तो पर सही पहले से एक हो जाता है और मिल कर मजदूरो की मागो को रखता है, तो उस का वजन ज्यादा होता है और उस मे सफलता भी ज्यादा हो सकती है । अगर सरकार दो यूनियनें शुरू से मान कर चलेगी तो आपस मे कम्पटीशन पैदा होगा और दोनो एक दूसरे से बढ कर मजदूरो का हमदर्द होने का दावा करेगी । नतीजा यह होगा कि मजदूरो की मागे पूरी नही होगी और काम खराब होगा । इसलिये जो दूसरे का सुझाव दिया जाता है वह प्रैक्टिकल मानव नही होता । हम भी ट्रेड यूनियनिस्ट है, इस तरह की बातो को खूब देखते है । आज मिनिस्ट्री की तरफ से एक यूनियन करने का जो प्रयास हो रहा है उस मे हम सब को योग देना चाहिये और मैं समझता हू कि ऐसा होने मे कोई कठिनाई नही है बशर्ते वहा राजनीतिक विचारधारा को ले कर लोग सामने न आय । वह इस दृष्टि से आये कि उन को मजदूरो की सहायता करना है । अगर वह इस दृष्टिकोण को ले कर आयेगे कि उन को दलगत राजनीति के हित मे काम करना है, तो सगठन बिगड जायगा । पर यदि वे राष्ट्रीय दृष्टिकोण से काम करेगे तो उन्हे जरूर सफलता मिलेगी ।

मुझ केवल इतना ही कहना था और मेरा ख्याल है कि मत्री जी इन सब बातो पर गौर करेगे ।

Raja Mahendra Pratap (Mathura): I wish to bring a few points before the House There have been very fine speeches and many good suggestions have been made. I do not think I can give a better account, but I have to bring to the notice of the House the complaints and grievances which I have received At Mathura Junction coolies had to strike and go on hunger strike I went there and by the grace of God settled the matter But the causes of the hunger strike are still there The coolies are not satisfied because a certain man by name Shri Munna who was removed from service for a small mistake has not been reinstated This is another instance of the continuance of the bureaucratic mentality, or the *burra sahib* approach which still persists in our government departments I am sure the hon Minister will look into this matter

I have received a complaint from Moradabad People who have served the Railway Department for a long time and have retired are not given pension while people who have only recently taken up work are given pensions and all facilities This is a matter which concerns men who have served you well and should be looked into seriously

Then my people from Brindaban, the holy place of Vaishnav religion, have asked me that I should insist and persist and repeatedly bring forth the necessity of constructing a railway bridge Because of lack of a railway bridge whenever there is a flood the waters enter the town of Brindaban and certain portions of Mathura town and cause a great deal of damage If a railway bridge is constructed at Brindaban there will be no floods in Brmdaban and Mathura The suggestion is that the railway line which comes from Mathura to Brindaban—it is a metre gauge line—should be extended to Aligarh Then there will be a bridge and the line will pass through a well populated area and also bring good income to the exchequer. Another suggestion is that that line may be connected with the station of Jalesar.

I just bring this suggestion before the hon. Railway Minister.

I honestly believe that the Railway Department is much better managed than any other Department of Government. I am very much satisfied with the conveniences they give. I have always found the railway servants very obliging. At any rate they always attend to me, I do not know about others.

There have been some complaints that nowadays the trains are late. My train was also late. I left Dehra Dun for Bombay on the 6th by the Express, the train got late but I was glad that the train was late. While the scheduled arrival time of the train was 6·45 it arrived at about 8 o'clock. So I could wash myself and I was very thankful that the train was late. But it is unfortunately a fact that nowadays trains are late. When I returned from Bombay the Punjab mail also got late by an hour. I hope the Railway Department will look into it.

Another point which I wish to bring to the notice of the Railway Minister is that when I was going to Bombay three persons fell from the train. One man was standing on the footboard and he fell, nobody knew of it till the train reached a station. The train had to be backed for some distance. That was very considerate of the Railways. But the man fell because the compartment was overcrowded and he had to stand outside. I might say that this is a universal fact that trains are very crowded all over our country.

I may also bring to the notice of the House a little matter. It sometimes happens that some people get ill in certain areas because the air of that area or the climate does not suit them. The Railway authorities should take this fact into consideration and if some people get sick and want to be transferred, facilities should be given to them because every individual who serves the Railways is doing some service and if he gets ill, it means that the Railways suffer and the country also suffers. So, I beg the Railway Administration to be very considerate in such cases where persons get sick.

When I was coming from Bombay —I do not know how they came to know that I was in the train—a man from Kalyan, serving as an assistant driver came and told me that a few days ago, a man was suspended—perhaps he might be dismissed—simply because he spoke of rules. He had already worked for 12 hours as a driver and when they asked him to work for one more hour he said: 'Look into the rules; I have worked for 12 hours and you cannot ask me to serve longer than that'. The officer got angry and said: 'You disobey me; therefore, I suspend you'. This is again an instance of the bureaucratic way, the *burra sahib* idea. I hope the Railway Department which is so well managed will also take into consideration such little matters.

I am bringing another point to the notice of the House. The vendors in different railways are really suffering. They are forced to give bribes. I found that at Mathura junction and Dehra Dun junction. A vendor came to me and said: We have to pay Rs. 20 and Rs. 30. If it is a fact—I do not say it is a fact—you investigate into the matter and find out—if it is a fact, then it is very serious. A man who takes a contract from you for only Rs. 500 or Rs. 600 per month gets an income of Rs. 4,000 per month. I think many *ex*-landlords will be very envious of this man getting Rs. 4,000 a month or Rs. 50,000 a year. This has to be investigated. I think it is a general complaint. From Ludhiana also I received a similar complaint. I find that you have a certain remedy for this but you are not extending it to all places. I heard that you have been very kind to establish some sort of co-operative at Ghaziabad. This can be introduced

[Raja Mahendra Pratap]

at other places also like Dehra Dun and Mathura Why should there be any contractor? If vendors are themselves prepared to organise into a co-operative, it is a very good idea The Government speaks of socialism; I speak of morality and religion and not of socialism In any case, the object is the same We go through morality and religion and you go through the new names of socialism and other things All the people must be made to work for all the people to make all people happy

I think, I have spoken enough They are economising in money and I economise in time Thank you very much

Mr. Chairman: Shri Guha

श्री महादेव प्रसाद (गोरखपुर—रक्षित—अनुसूचित जातियां) गोरखपुर डिवीजन में बासगांव तहसील है जो कि बरसात के समय चारों तरफ से पानी से घिर कर एक टापू सा बन जाती है । वहां पर बहुत समय से रेलवे लाइन बनाने की स्कीम चल रही है ।

Mr. Chairman Is the hon Member raising a point of order? I cannot hear him I have already called Shri Guha

Shri A. C. Guha (Barasat) I had no intention of participating in this debate nor do I like to make a long speech. But I should like to mention a few points and I would expect the Railway Minister to give some clarification This is about the Sealdah section of the Eastern Railway I think that is a most neglected section of the Indian Railways Just some time ago, a lady Member from that side was speaking about the step-motherly attitude of the Railway Board to some Railways in southern India. But, I think that that accusation could more correctly apply regarding the Sealdah section

Sealdah is the busiest railway station if not in the whole world, at least in India It has got the largest number of trains coming in and going out and has the largest passenger traffic Sealdah is also a border station catering to the Indo-Pakistan border on the eastern side So, it has got a strategic importance also The line starting from Sealdah station up to its ramifications on the eastern side of the Ganges is the most neglected line and the trains are running most irregularly It is not a rare occasion when the passengers create some trouble because of the irregular running and lack of amenities along the line Of course, I do not and I cannot support the attitude of the passengers taking the law into their own hands But, I hope the Railway Ministry will try to understand their position They are mostly daily passengers, they have to attend office at regular hours and due to irregular running of trains they have sometimes to go late and they are likely to lose one day's pay or be penalised otherwise

Shri Shahnawaz Khan: Cham-pulling is common

Shri A. C. Guha: Chain pulling is not so common on that side as on the other side, the western side of the Ganges, mainly in the State of the hon Minister of Parliamentary Affairs and also the Minister of Railways I think Bihar has more specialised in that respect I hope the Railway Minister will try to realise the difficulties of the daily passengers when trains run late and appreciate their position and improve matters there

There is a proposal to electrify this section also This year's budget contains only a token grant of about Rs 20 or 25 lakhs for the electrification of the Sealdah section I do not understand the idea of putting such a paltry sum for the electrification of the entire Sealdah section As I have already stated, this section extends up to the Indo-Pakistan border—Petrapole-Bongaon and Gyada-Banpur-Ranaghat Apart from the heavy passenger traffic, these two lines have got strategic importance also Though India may be a peaceloving country. I have not the slightest intention ..

Shri B. S. Murthy: Why are you doubting it?

Shri A. C. Guha: No, no. I do not. We have not the slightest intention of entering into any conflict with any country. Still, I think the Government should keep its railway communications ready for any emergency on that side of the country. I would humbly request the Railway Minister to see that the electrification comes up to Petrapole on the Bongaon side and Banpur-Gyada on the Ranaghat side.....

Shri Jagjivan Ram: Covering your entire constituency.

Shri A. C. Guha: That is accidental that it is in my constituency. I shall go beyond my constituency; I am not limiting my remarks to my own constituency. I am not so parochial.

Shri Feroze Gandhi: He is enough to electrify his constituency.

Shri A. C. Guha: Maybe, but not the railway lines nor the Railway Minister. So, I would request the Railway Ministry to see that the electrification scheme goes up to the two border stations

I also do not know whether their idea is to have only one track line The heaviest of the passenger traffic is on the Sealdah section. After electrification, the trains would run like shuttles, after every ten or fifteen minutes and it would be very difficult, if not impossible, to have such quick service without double lines. Their idea is, I believe, to keep the single line as at present. But, I hope the Railway Minister will examine this aspect also.

I now come to the amenities. I think you, Madam, also have some experience of the amenities available there because your constituency also lies in that area. You will corroborate me as regards the amenities available there. It is the worst line in this aspect. There is hardly any refreshment room, hardly any waiting room, particularly for ladies and women ... (*Interruptions*)

Mr. Chairman: The hon. Member need not be disturbed.

Shri A. C. Guha: I want a waiting room for women....

Mr. Chairman: That is all right. You mentioned two categories and that has led to some remarks.

Shri A. C. Guha: There are two words connoting two categories in the English language which I cannot avoid. I am using that language. So I used both the words to cover the entire community.

As you know, this area has the largest concentration of refugees. Though ill-planned, several refugee colonies have developed and there have been many townships along this line—Tahirpur, Kalinarayanpur, Gayespur, Habra and so many of them. Habra is a growing township and the present population would run to 50-60 thousand people. There is one station in Habra Bazar but there is no railway station for the new township that has been developed by the Rahabilitation Ministry—I mean the Asoka Nagar. For the last few years, they have been representing their case to the Railway Ministry and I have also interfered on several occasions but it has not been possible for me to make the Railway Ministry take the work of the railway station for Asoka Nagar. I hope that this case will be considered now or at least I would like to be informed how the matter stands.

Shri Jagjivan Ram: It is very near Habra Bazar; I have seen it.

Shri A. C. Guha: It would be about two miles.

Pandit Thakur Das Bhargava (Hissar): There are fifty miles ...

Mr. Chairman: Order, order. The hon. Member may kindly address the Chair.

Shri A. C. Guha: I am addressing the Chair and you should rather admonish these old gentlemen sitting on this side.

As regards the overbridges and level crossings also, some special attention should be given. Last year, I took the then Railway Minister, Shri Lal Bahadur Shastri to an area near Ranaghat. His car and mine also had to wait at the level crossing near Ranaghat station for more than half an hour. Then, Shastriji could of course realise and he promised that he would try to do his best Somehow, after coming to Delhi, I think he should have forgotten or some technical or departmental difficulties might have come in the way of putting into practice the idea which he entertained then.

In this connection, I may mention a few more places Our approach to Habra town or Habra Bazar is through Jessore Road There are three level crossings on the Jessore Road, within one mile and we have often to wait for more than half an hour, particularly in the evenings when the traffic is the heaviest and we have to pass through at least three level crossings through which the same train passes I think by a new alignment that at least this can be avoided, and the number may be reduced to one; so that in some not very distant future, we may expect to have one over-bridge on that level crossing. If there are three level crossings, I do not know whether the Railway authorities will ever consider constructing an overbridge over each of them

At Barasat also there should be some over-bridge near the railway station.

I would also like to refer to the Barasat-Basirhat line in which, Madam, you are also very much interested (*Interruption*). I must evoke the protection and support from the Chair in every way. We are here technically to convince the Chair with regard to our points; we are not to address the Ministry or the Ministers and, therefore, if I make any particular appeal to the Chair I think the Minister or members should not object to that.

I do not know what the position is with regard to the railway line that I have just mentioned, and when it is going to be constructed. At least we may be told when the work will be seriously taken in hand and completed

Shri T. B. Vittal Rao: Rs. 10 lakhs has been provided this year.

Shri A. C. Guha: Rs. 10 lakhs won't do anything That information gives me a somewhat depressing effect I hope the Railway Minister realises the difficulty experienced by the people of that locality The entire passenger and goods traffic cannot properly be served by road transport Therefore, I think some special attention should be given to this line

I do not want to take any more time of the House As I said, it is not really a speech on the Railway Budget I only wanted to point out some of the difficulties the people on the eastern side of Ganges have been feeling I wanted to invite the attention of the Minister to that most neglected railway section of India. I hope the hon Minister and the Railway Board will give due consideration to all these points

Shri Narayanankutty Menon: Madam, my object of speaking a few words regarding the Demands for Grants under the Railways is to bring before the forum of this House the policy that has been followed by the administration for the last few years against one million labour employed by the administration

The State in India forms the biggest employer in the country, and discriminating inside the State the Railway Ministry forms the biggest organisation employing about a million people under it.

We are almost tired, in this House and also outside, when we hear that the socialistic pattern of society is being steam-rollered round under the auspices of the State, and when you have a look around the railways, Madam, you will find how the socialistic pattern of society is being steam-rollered on one million railway workmen If you will look to the labour policy that has been pursued by the Ministry for a few years in the past, you will be convinced that the Railway Administration has taken such a bureaucratic attitude both towards the workmen and also the trade unions that in a hundred years to come the workmen shall never realise that this Railway Ministry and also the Government are only having a dream of the socialistic pattern of society

With particular reference because of want of time I am drawing the attention of the House to the manner in which justice in the twentieth century has been meted out to the railway employees by the Ministry It is true that under article 311 of our Constitution there is an extraordinary clause whereby the President of India can dismiss a workman without assigning any reason If you go through the proceedings of the Constituent Assembly assurances have been made by the draftsmen of the Constitution that this particular clause is meant for use in times of emergency I do not know whether it is the case of the Railway Ministry or the Government that a state of emergency started in the Union of India in 1950 and in 1957 the state of emergency continues There are hundreds of cases where workmen have been told without any reason to go out of their jobs for no fault of their's

Shri Jagjivan Ram. I would like to have even one dozen such cases

Shri Narayanankutty Menon: I am prepared to give the hon Minister more than hundred cases, and if I fail to give hundred cases where the Administration has used the extraordinary powers under article 311 I am prepared to withdraw the charge that has been made

Going back to the most notorious case, the Madras case of a railway engineer, Shri Anantanaravanan, the charge-sheet that was served by the Railway Ministry, by the authorities of the Southern Railway, gives very interesting reading for people in India in 1957 What were the charges for which a railway engineer was being sought to be dismissed by using this extraordinary power Fortunately enough, there was the High Court under the Constitution and that engineer was capable enough of approaching the High Court, whereafter the High Court crashed those charges

I should like to remind the Members of this House that one of the charges was that he was having connections with the Polit Bureau of the Communist Party of India The second charge was that he attempted to collect certain funds in connection with elections in order to give that money to some of the political parties When he challenged the Administration to prove one of the charges, the Administration was cowardly enough not to give a charge-sheet to him and conduct an enquiry but using these extraordinary powers, where the employee cannot talk that way and the Administration can talk this way, he was sought to be dismissed On the very caustic observation made by the Madras High Court we were all thinking that it would create sense in the Administration and that such things would not happen in future, in 1957 where we all boast of liberty and that in this Republic of India every citizen could get justice from the hands of anybody

2000 years ago the principle of jurisprudence was evolved even in countries where much of democracy did not exist, that a man shall not be condemned unless he was told on what offence he was guilty But today it is happening People are being dis-

[Shri Narayanankutty Menon]

missed. What is the reason? The extraordinary powers of the President are brought in I submit, these extraordinary powers which are not at all in consonance with the basic principles of democracy, the basic sentiments expressed in the fundamental rights of the Constitution, shall not be evoked unless we pass through an emergency, and nobody dare say that we are passing through such an emergency at present.

Apart from the cases of individual employees in whose cases these extraordinary powers are used, if you look back to the policy of the Administration towards the trade unions in the Railways, in the most polite language it cannot be anything but 'disgraceful' It may be that in a Railway the workmen did not choose to have the flag of the ruling party It may be that in a Railway the workmen did not choose to have leaders who have got the blessings of the ruling party Because the workmen did not choose the leadership of those who have got the blessings of the railway overlords the Government refuses to recognise their union, refuses to negotiate with them What is the result? The result is what has been told before 1947 by those who are sitting opposite If the workmen are not given a legitimate road through which their grievances may be settled, they will wait for years to come but there shall come a time when, because there was no other go, the workmen will simply spurt It has been the experience the world over

If the grievances of the employees are not properly listened to, a time shall come when the grievances are redressed not in such a democratic manner as we all wish but in a very undemocratic manner as happened in Kharagpur When I mention the incident at Kharagpur, it was not an incident where some railwaymen were violent enough to engage in those activities It tells stories, on the mere hearing of which tears shall fall down the eyes of any man who has a heart to feel, about the state of affairs there; for how many days months and years the workmen of Kharagpur sought an interview with the General Manager to get their grievances redressed Is it so much condemnable that workmen who have not got any other channel to get their grievances redressed should go on strike and that strike results in violent activities? I wish to refer to the case of the Southern India Railway Labour Union This Union is an organisation which can prove—it has proved—that it represents the majority of the railwaymen there In the last session of the first Parliament, an assurance was given to an hon Member on this side that the question of recognition of the Southern India Railway Labour Union would be looked into and some action taken, but many months have passed and no action has been taken If at all the railway administration feels that a particular union or federation is not representative enough and if the federation or union comes and challenges that we have got more members and we are the majority union, why not the railway administration take some steps to see which is the more representative? Unfortunately, no steps are taken to recognise that aspect and settle the controversy as to which is the representative union and what is the resort of the workers to settle their grievances In many other places, the Labour Ministry of the Government of India goes out and says, 'follow the path of negotiation and settlement, do not go on strike, national production will be endangered If the workmen go on strike, they shall be answerable to the nation" I ask him, if railwaymen strike work, they impede production and they shall be answerable to the nation If the Railway Ministry obstruct the workmen from having their grievances redressed and force them to go on strike, to whom shall the Railway Ministry be answerable? Are they not answerable to the nation? Therefore, the path of settle-

ment, the path of negotiation and democratic functioning should be allowed to the railway. The past policies should be retarded and more consideration should be given. Everybody speaks often that during the second Plan period, production is more important and communication should not be disrupted; man-days should not be lost and so on. If you are really earnest about it, recognise the union in which the majority of the working class have got confidence and thereby try to settle the matters in right earnest.

The last point I will bring to the attention of the House is what has already been stated by hon. Members in the past, namely, opening of new lines. Even though I may not accuse that an attitude of step-motherliness has been pursued, as far as the South is concerned, there have been very glaring cases where lines requiring top priority from industrial and other points of view have been completely neglected. A line has been suggested by an hon. Member on my right, namely, the Satyamangalam-Chamarajanagar line. Even though that lies in the Mysore State, a very huge area, the entire peninsula is going to be benefited if that line of 58 miles is completed. For ten years, the matter has been hanging fire.

Shri Dasappa (Bangalore): For a much longer period.

Shri Narayanankutty Menon: I agree with the hon. Member. The port of Cochin has not at all developed for the last 20 years because it could not get the trade from the peninsula and because there is no connecting line from the central plateau. If this 58 mile-line is completed, the port of Cochin could get the entire coal trade from the Mysore area. The entire coal which is to be exported from the mining area in Mysore now has to be taken to the port of Madras and because of too much congestion in the port of Madras, the coal remains in Madras for moths together. Here is the port of Cochin which wants to develop and which can relieve the congestion of the Madras port if only priority is given to this 58 mile-line. But the railway administration does not see to it. On the other hand, when political considerations come, priority is given.

In conclusion, I wish to point out that there are thousands of workmen thrown out of employment in the railways. The railways maintain out-agency departments in many places and the work that is being done by the workmen in the out-agency departments is a permanent recurring work of the railways. But still the Railways continue to give yearly contracts to these out-agencies, and these workmen who have been working with the railways and under the railways as railway employees under the contractor for years and years are thrown out of employment every year and left to the mercy of the contractor.

When the Planning Commission has categorically recommended, when the Labour Ministry of the Government of India has condemned contract labour as not befiting our own civilization, why are the Railways giving contracts to some contractors in every part of India and throwing thousands of workmen at the mercy of the contractors? The Railway Ministry owes an answer, because one part of the Government says that there shall be no contract labour and there shall be no exploitation by contractors, but another part of the Government, the Railway Ministry, are giving contracts to contractors and throwing railwaymen out of employment every year. Therefore, this giving of yearly contract and termination of yearly contract to the out-agencies should be stopped, and these thousands of workmen who have been with the railways for years together should be protected and they should be absorbed.

[Shri Narayanankutty Menon]

I will conclude in a minute I may refer to the case which has been hanging fire for many years, the case of the Barsi Light Railwaymen. During the last session when the question came up during the discussion of the Industrial Disputes Act Amendment Bill, the hon the Labour Minister was pleased to assure the House that the injustice done to the Barsi Light Railway employees will be mitigated and justice done to them But unfortunately the injustice that has been done by the negligence of the Railway Ministry and also the Labour Ministry has not been mitigated The company which terminated the services of those employees has gone away with Rs 8 lakhs in respect of which the Bombay High Court had given an injunction that it should not be taken away It has flown away from the country because of the negligence of the Railway Ministry The workmen are not complaining because it cannot be got from the foreign company But they have served the Barsi Light Railway for years They have their service and you should absorb those workmen into your own railway system When you are taking over the Barsi Light Railway justice demands that credit for the past services should be given to them I appeal to the hon the Railway Minister that the services of the Barsi Light Railwaymen may be considered and the assurance that has been given before the House may be fulfilled

पंडित ठाकुर दास भार्गव (हिसार) सभापति महोदया, मैं हाउस का ज्यादा वक्त नहीं लेना चाहता सिर्फ एक दो बात अपने इलाके की बाबत मैं आप के जरिये मंत्रालय में अर्ज करना चाहता हूं ।

अभी आनरेबुल मेम्बर साहबान ने नेगलेक्टेड इलाकों का यहां पर जिक्र सुना । इलेक्ट्रीफिकेशन और डबल ट्रैक का जिक्र सुना । उन्हों ने यह भी कहा कि साउथ की तरफ रेलवे मंत्रालय ने बहुत कम तवज्जह दी है । लेकिन मैं इस मौके पर उस नेगलेक्टेड ऐरिया और बैकवर्ड ऐरिया का जिक्र करना चाहता हूं जिस से कि अन्दर पचासों मील तक कोई रेलवे नहीं है और जहां कि लोगों ने रेलवे इंजन तक नहीं देखा है और जो कि हिन्दुस्तान की राजधानी के ऐन नजदीक है, दिल्ली से १०० मील के रेडियस में यह इलाका इतना नेगलेक्टेड है कि शायद हिन्दुस्तान का और कोई इलाका इतना नेगलेक्टेड नहीं होगा ।

जनाबवाला मैं आप की तवज्जह इस रेलवे लाइन की तरफ दिलाना चाहता हूं जो लड़ाई के दिनों में राहतक से पानीपत तक जाता था वह और रेलवे लाइनों के साथ बन्द कर दी गई थी । हम देखते हैं कि सारी रेलवेज हिन्दुस्तान की जो डिस्मैंटल्ड थीं वह एक एक कर के सब रेस्टोर हो गई लेकिन यह रेलवे लाइन आज १२ वर्ष हो गये आये अभी तक रेस्टोर नहीं हो सकी । हम से यह वायदा तो किया गया था कि हम इस रेलवे को रेस्टोर कर देंगे लेकिन वाकया यह है कि आज तक वह रेलवे लाइन रेस्टोर नहीं हुई है । सारे हिन्दुस्तान भर में वह इलाका बैकवर्ड और नेगलेक्टेड इलाका है और यह अफसोस का मकाम है कि उस इलाके की वाबत न तो सैंट्रल गवर्नमेंट और न पंजाब गवर्नमेंट कोई तवज्जह करती है । यह हरियाना रीजन गाड फार नथिंग और नेगलेक्टेड रीजन है और सैंट्रल गवर्नमेंट और पंजाब गवर्नमेंट कोई भी इस का परवाह नहीं करती ।

इस के अलावा सन् १९२९ में जब मैं इस हाउस में आया था तो उस समय एक रेलवे लाइन राहतक से भिवानी तक चलाने के वास्ते सर्वे हुआ था और उस समय उस पर ३ लाख रुपया खर्च हुआ था यह चीज रेकार्ड में आ गई कि अब यह रेल जल्दी बनेगी । यह इलाका ऐसा है कि जिस के अन्दर एक रेलवे लाइन बनाना इकानामिक प्वाइंट आफ व्यू से बिल्कुल जस्टिफाएबल है लेकिन आज उस को सर्वे हुए २९ वर्ष होने को आये, वह रेलवे लाइन नहीं बनी । पिछली दफा मैं ने हाउस में एक

सवाल उठाया था और आनरेबुल मिनिस्टर ने उसका यह जवाब दिया था कि यह इलाका जो गुड़गाव से अलवर तक का है जिस के कि अन्दर कई कस्बे पड़ते हैं और फरुखनगर, नूह, और सोहना के इलाको के वास्ते बहुत जोर दिया गया और जिनकी कि बाबत मुतवातिर ५ साल से यहा पर अर्ज करता आया हू, उन की बाबत रेलवे मिनिस्टर साहब ने यह बताया कि सेकेंड फाइव इयर प्लान में हम इस का फैसला करने के बाद इस को जरूर लेंगे । आज के सेकेंड फाइव इयर प्लान का एक बरस गुजर चुका है । जब मैं आनरेबल मिनिस्टर साहब का स्पीच का याद करता हू कि सेकेन्ड फाइव इयर प्लान में हमारे पास नई रेलों के बारे में कोई गुजाइश नहा है, तो मेरा कलेजा मुह को आता है । इस के मने यह हैं कि अगले चार पाच साल तक यह इलाका बिना रेल के ही रहेगा । गुड़गाव से अलवर तक का जो इलाका है, मझे खशी है हमारे डिप्टी मिनिस्टर साहब ने इस इलाके का दौरा किया है उस में सोहना, फरुखनगर नूह वगैरह तहसीलें आती हैं । यह इलाका हमारे में पस्मादा इलाका रहा है अभी तक उस की तरफ कोई तवज्जह नहीं हुई है कोई वजह नहीं है कि उस में रेल न बनाई जाय । अब मैं उस इलाके का जिक्र कर रहा हू जहा के लोगों ने अब तक एंजिन नहीं देखा है, जिस का अहमियत भाखरा डैम के लिये बहुत है । आप ने जब यह भाकरा नहर बनाई तो वादा किया था कि इस इलाके का आप रेलगाडी भी देंगे, लेकिन उस की तरफ आज तक तवज्जह नहीं हुई है । इसलिये मैं अर्ज करना चाहता हू कि हमें एलिविट्रफिकेशन नहीं चाहिये हमें डबल ट्रैक भी नहीं चाहिये, लेकिन हम यह जरूर चहते हैं कि इस पस्मादा इलाके में रेल हो और आप इस की तरफ तवज्जह दें । मैं पहले भी कह चुका हू और आज भी एक मिनट में रिपीट करना चाहता हू कि आप हर्गिज हर्गिज अपनी ड्यूटी पजाब गवर्नमेंट पर न डालें, महज पजाब गवर्नमेंट को सिफारिश की रू से अगर आप काम करेंगे तो डूम्स डे (आखिरी समय) तक मुमकिन नहीं है कि हमारे यहा रेल बन सके । यह रेलवे मिनिस्ट्री की ड्यूटी है दफा १४ के मुताबिक कि वह सारे हिन्दुस्तान को यकसा फैसिलिटी दे । अगर आप हमारे इस इलाके की तरफ नजर उठा कर नहीं देखते तो आप नाइन्साफी करेंगे और हमारे यहा कोई रेल नहीं आ पायेगी। हमारे यहा एक लाइन बनती थी, उस की जगह पर चडीगढ मे बन गई, मुकेरिया में बन गई । मुझे पजाब से कोई दुश्मनी नहीं है, मैं नहीं चाहता कि वहा पर रेल न बने, लेकिन इस पस्मादा इलाके में जो पिछडा हुआ है, जहा कोई सहूलियत नहीं है, उस की तरफ आप का खास तवज्जह देनी चाहिये । आप इस का दफा १४ की रू से देखिये । मैं ने सुना है कि आप के पास तजवीजें आई हैं, लेकिन कभी भी आप की तवज्जह इस की तरफ नहीं हुई । मैं अर्ज करूगा कि आप का इस बैकवर्ड इलाके की तरफ जरूर ध्यान देना चाहिये ।

17 hrs.

अब मैं इन बड़े बड़े मामलों को छोड कर छोटे छोटे चन्द मामलों की तरफ आता हू क्योंकि बड़े बड़े मामलों की तरफ तवज्जह मश्किल से होता है । मैं जनाब का तवज्जह एक स्टेशन की तरफ दिलाना चाहता हू जिस का नाम डकलाना मडी है । वहा के लोगों की दरख्वास्त है कि जो वहा का एक गुड्स शैड प्लेटफार्म है उस की जगह प्लेटफार्म दूसरी तरफ बनवाना है ताकि उन की तकलीफ दूर हो जावे, रेलवे ने तजवीज मजूर की हुई है, और मडी वालों ने रुपया भी अपना जेब से दाखिल कर दिया है लेकिन अब तक वह गुड्स शैड प्लेटफार्म नहीं बना है । जब वहा के लोग इस के लिये रुपया दे चुके हैं तब आप को क्या ऐतराज हो सकता है। मेहरबानी करके इस की तरफ आप तवज्जह दीजिये क्योंकि वहा के लोगों को बडी तकलीफ है । जब मैं वहा गया तो लोगों ने जो कारेस्पान्डेंस इस बारे

[पंडित ठाकुर दास भार्गव]

में हुई है वह मुझे दिखलाई। मैं बहुत खुश हुआ कि रेलवे मिनिस्ट्री के साथ लोगो ने पूरा सहयोग दिया। और रेलवे मिनिस्ट्री ने वायदा किया—इस में और कोई दिक्कत नही है, सिर्फ आप की तवज्जह की बात है।

एक होडल (G.I.P.) स्टेशन है। उस का छोटा सा गुड्स शैड बना हुआ है गुड्स शैड के जिस तरफ से माल आता है वह जमीन की सतह से नीचा है और गुड्स शैड ऊचा है। इस से जानवरो (बैलो) और इन्सानो दोनो को तकलीफ होती है। माल ले जाने के वास्ते जब ठेले यहा से गुजरते हैं तो बैलो को बडी तकलीफ होती है। अगर मेहरबानी कर के उस का लेबेल जरा ठीक करा दे तो यह तकलीफ दूर हो सकती है। यह कोई ज्यादा रुपयो का मामला नही है। यह सिर्फ तवज्जह का मामला है। मैं जब कभी होडल जाता हू तो हमेशा यह शिकायत सुनने को मिलती है। मैं ने लिखा भी, लेकिन पाच वर्ष पुकारते पुकारते हो गये। अभी कुछ नही हो सका है।

इस के बाद मैं पटौदी स्टेशन की तरफ भी आप की तवज्जह दिलाना चाहता हू उस का रेलवे गेट ऐसा है कि उस के ऊपर से बहुत गाव का रास्ता है। उस के ऊपर जो गेट मौजूद है उस पर आज कल कोई आदमी नही रहता है। इस लिये रात को गेट बन्द हो जाता है और इधर के आदमी उधर और उधर के आदमी इधर रह जाते हैं, एक पाकिस्तान सा बन जाता है हिन्दुस्तान मे। और दोनो तरफ से रास्ता बन्द। चूकि वहा पर कोई आदमी नही रहता इसलिये वहा से कोई बैलगाडी गुजर नही सकती है। वहा पर एक आदमी मुकर्रर कर दिया जाये और उस का कोठा बना दिया जावे। अगर आप को इस के लिये रुपयो की जरूरत है और आप का काम नही चलता है तो मडी वाले इसमें कन्ट्रीब्युट भी कर दें मैं अर्ज करता हू कि यह एक ऐसी तकलीफ है जो कि आप के लिये ज्यादा नही है, लेकिन उन के लिये यह बहुत है। इसलिये इस की तरफ आप को जरूर तवज्जह देनी चाहिये।

एक और चीज मेरे शहर और कांस्टीट्यु-ऐंसी की है। मेरा मतलब हिसार से है। यह हमारी खुशकिस्मती थी कि पिछले इलेक्शन के जमाने में खुद रेलवे मिनिस्टर साहब वहां तशरीफ ले गये और उन्हो ने हिसार को देखा। ६०,००० वहा की आबादी है लेकिन वहा का जो रेलवे स्टेशन है वह बहुत पुराना है। जिस समय यह बना था उस समय शहर वालो को कोई तकलीफ नही थी। लेकिन अब बढते बढ़ते आबादी इतनी बढ़ गई है कि जो रेलवे स्टेशन है वह दूसरी तरफ पड गया है और आबादी दूसरी तरफ पड गई है इस तरफ से दोनो तरफ काफी आबादी हो गई है। वहा का वेटेरिनरी कालेज भी स्टेशन की दूसरी तरफ पड गया है अदालते व सिविल लाइन रिफ्यूजी कालोनी सब दूसरी तरफ है। रेलवे के दो फाटक मौजद हैं। दोनो फाटको मे से एक फाटक पर तो गुड्स शैड है और दूसरे फाटक पर एजिन शैड है। नतीजा यह होता है कि उस का दरवाजा हर वक्त बन्द पडा रहता है। और गाडी या और आदमी बहुत से गुजरने के लिये बेताब खडे रहते हैं मेम्बरान ने शिकायत की है कि कही कही उन को ३०, ३० मिनट तक खडा रहना पडता है। लेकिन हमे तो एक एक घटा तक खडा रहना पडता है। मैं जो स्टेशन पर पहुच कर गाडी से उतर जाता हू और पैदल ही चला जाता हू। लेकिन सवारियो को बडी तकलीफ होती है। घटा घटा भर तक एक तरफ से आदमी दूसरी तरफ नही जा सकते। यह पता नही कि रेलवे मिनिस्ट्री इस की तरफ कब तवज्जह देगी। पैसेन्जरो के वास्ते और सवारियों के वास्ते एक तरफ ब्रिज बन सकता है। वहा आप एक अफसर को भेजे जो उस को जा कर देखे। पहले तो ब्रिज बनाने की तजवीज भी थी और लोगो को उम्मीद थी कि यह ब्रिज बन जायेगा। लेकिन अब तक वह नही बनाया गया। मैं अर्ज करूगा कि इस की तरफ बहुत जल्द

तवज्जह देने की जरूरत है क्योंकि यह वहां की फाइंग मीड है । बहुत थोड़े ही अर्से में आप देखेंगे कि वहां की आबादी एक लाख होने वाली है । जहा आप ने भाखरा डेम बनाया है वह तरक्की का एक बहुत बड़ा केन्द्र है और बहुत जल्दी वहा तरक्की हो रही है । इस लिए आप को यह तकलीफ फौरन हटा देनी चाहिए ।

मैं अब आप का बहुत ज्यादा वक्त नही लेना चाहता । मैं ने जो चन्द बाते अर्ज की हैं मुझे उम्मीद है कि आप उन पर तवज्जह देंगे और रेलवे मिनिस्टर साहब मेहरबानी कर के हमारे यहा की तकलीफ की तरफ खास तौर से तवज्जह देंगे ।

श्रीमती जायबान शाह (गिरनार) सभानेत्री जी, रेलवे डिपार्टमेंट के ऊपर जो बातें हो रही हैं, उन के सम्बन्ध मे मैं भी माननीय मन्त्री जी का ध्यान खीचना चाहती हू । जब हम सुविधाओ की ओर देखते हैं तो आनन्द होता है । यह भी कहना चाहिए कि पहली पच वर्षीय योजना और दूसरी पच वर्षीय योजना के पहले साल में जो कुछ हुआ है वह सन्तोषजनक है और उस के लिए अपने मन्त्री महाशय को मैं धन्यवाद भी देती हू ।

मगर जब दूसरा चित्र सामने आता है तो कुछ दु ख भी होता है । जब हम स्टेशनो पर जाते हैं और गाडियो में बैठते ही और थर्ड क्लास की हालत को देखते हैं तो बहुत से विचार हमारे मन में आते हैं । हम ने सोशलिस्ट पैटर्न आफ सोसायटी का ध्येय रखा है । हम यह भी देखते हैं कि हम ने रेलो के लिए बहुत सारी अमेनिटीज रक्खी हैं । उन में एअर कडिशनिंग और फर्स्ट क्लास के लिए रिटायरिंग रूम्स, वेटिंग रूम्स की बहुत सी स्कीम्स हैं । उन स्कीम्स को देख कर हमारे मन मे ऐसा लगता है कि यह खर्च करना उतना जरूरी नही है जितना थर्ड क्लास के पैसेन्जर्स के लिए चाहिए । मैं समझती हू कि इस सोशलिस्ट पैटर्न आफ सोसायटी में क्लासेज कम रहेंगी और होना भी नही चाहिए, उस में एक क्लासलेस सोसायटी बनेगी । जब यह हमारा मकसद है तो हमें ज्यादा से ज्यादा ध्यान इस ओर देना चाहिए । मगर हम देखते हैं कि नये नये प्लान्स रेलवे के लिए आ रहे हैं । आज आप डीलक्स ट्रेन्स चलाना चाहते हैं, ठीक है जो हमारे यहां का धनिक वर्ग है, वह उस में ही चलता है मगर आज हमारे धन का उपयोग पहले थर्ड क्लास के लोगो के लिए होना चाहिए । उन को सुविधा मिलने की सब से पहले आवश्यकता है । थर्ड क्लास की हालत को हम सब जानते हैं । उनमें जो फैन्स रहते हैं उनकी क्या हालत है, डिब्बे कितने गन्दे रहते हैं, हमारे मुसाफिरो को उसकी तकलीफ उठानी पडती है । ऐसा नही है कि उनके लिए कुछ नही किया गया है थोडा बहुत हो भी रहा है मगर मेरी ऐसी राय है कि जो सुविधा आप अपर-क्लास के लिए करना चाहते हैं उसको काट कर वह सारी पूजी थर्ड क्लास के लिए रखें और अपर-क्लास के लिए जो काम अभी चल रहा है उसको बन्द करना चाहिए ।

हमको जो साहित्य दिया गया है उसमें कुछ नये स्टेशनो का जिक्र है । हमको उनके बारे में जानकर आनन्द होता है । लेकिन हम जानते हैं कि बहुत से ऐसे गाव हैं जिनमे रेलवे स्टेशन ५० मील की दूरी पर पडता है । यहा पर नई रेलवे लाइने डालनी चाहियें बाद मे ऐसे स्टेशन पर खर्च करना चाहियें मैं चाहती हू कि अपर-क्लास के लिये जो सुविधायें दी जा रही हैं उनको काटना चाहियें और थर्ड क्लास के लिए ज्यादा सुविधायें देनी चाहिए । जब हम डिमोक्रेसी की बात करते हैं तो आम जनता को सबसे पहले सुविधा मिलनी चाहिए । जिनके पास पैसा है वे तो किसी न किसी तरीके से अपने लिए सुविधा प्राप्त कर ही लेते हैं ।

[श्रीमती जयाबेन शाह]

दूसरी बात एडमिनिस्ट्रेशन के बारे में है। हम जहा कहीं भी जाते हैं और जो अफसर लोग और आपरेशनल स्टाफ हमसे मिलता है वह असंतुष्ट प्रतीत होता है। मेरी समझ में नहीं आता कि ऐसा क्यों है। उनको तनख्वाह मिलती है और कुछ भी मिलता होगा। लेकिन तो भी जब वे लोग हमको मिलते हैं तो कुछ न कुछ फरयाद ही करते रहते हैं। यह हमारे लिए अच्छा नहीं है, क्योंकि जब तक वे असंतुष्ट रहेंगे तब तक काम में सुधार होने की बहुत सम्भावना नहीं हो सकती।

यहा पर बहुत सी लोकल बातें भी कही गयी। मैं सौराष्ट्र से आती हूं। यद्यपि यह लोकल बातें कहने का समय नहीं है मगर फिर भी मैं कुछ बात आपके सामने रखना चाहती हूं। कहा जाता है कि बापू जी की गाडिया हैं, धीरे धीरे चलती हैं और जहा दिल में आता है रुक जाती हैं और फिर कब चलेंगी यह मालूम नहीं होता। जिस स्टेशन पर रुकना नहीं चाहिए उस पर रुकती हैं। मेल ट्रेन तक रुक जाती है। जिस स्थान पर पहुचने में दो घटे लगने चाहिए उस स्थान पर पहुचने में पाच और ६ घटे लग जाते हैं। राजा लोगों के जमाने में हालत बहुत खराब थी। उससे तो आज हालत अच्छी है मगर फिर भी जितना होना चाहिए उतना अभी नहीं है। कहा जाता है कि जब स्लीपर लग जायेंगे तो स्पीड बढ़ जायेगी। ठीक है। आजकल हालत यह है कि अगर हमको ६० मील जाना है तो चार घटे का समय लग जाता है।

17.13 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

दूसरी बात डिरेलमेंट के बारे में है। सौराष्ट्र में बार बार डिरेलमेंट होता है। जब मैं दो चार दिन पहले यहा आने के लिए स्टेशन पर आयी तो मालूम हुआ कि गाडी आने वाली नहीं है क्योंकि डिरेलमेंट हो गया है। मैंने तो आने का रास्ता निकाल लिया। मगर प्रश्न यह है कि बार बार डिरेलमेंट क्यों होते हैं। यह ठीक है कि ये डिरेलमेंट माल गाडियों के ही होते हैं पैसिजर गाडियों के नहीं होते। लेकिन एक बार पैसिजर ट्रेन का भी डिरेलमेंट हो गया था। इस बारे में ज्यादा सोचना चाहिए। बार बार डिरेलमेंट होने से लोगों के दिल में शंका पैदा हो जाती है। वे सोचते हैं कि अगर हम रेल से जायेंगे तो न जाने क्या होगा। इस बारे में भी गहराई से सोचना चाहिए।

एक बात मैं रेलवे कुलीज के बारे में कहना चाहती हूं। यह ठीक है कि ये स्टाफ के आदमी नहीं हैं और रेलवे पर उनकी कोई जिम्मेदारी भी नहीं है। मगर ये लोग स्टेशन पर काम करते हैं। अफसर लोग और स्टाफ वाले उनसे अपने घरों का काम करवाते हैं और जो लोग नहीं करते उनके बजेज ले लेते हैं। अकसर ऐसा होता है। उनको रेलवे की तरफ से कोई सुविधा नहीं मिलती है। जाडे और बारिश के दिनों में भी वे रात को काम करने आते हैं और स्टेशन पर ही सोते हैं। मेरा सुझाव है यदि हो सके तो उनके लिए भी कुछ किया जाना चाहिए। यद्यपि इनकी जिम्मेवारी रेलवे विभाग पर नहीं है पर ये हमारे लिये उपयोगी सर्विस तो करते ही हैं। आप इस बारे में भी सोचने की कृपा करें।

पडित ठाकुर दास जी ने लाइन बनाने के लिए कहा। हमारे यहा भी कुछ लाइनों की आवश्यकता है। सौराष्ट्र में बडी लाइन का तो कुछ सर्वे आदि का कुछ काम चल रहा है। लेकिन दो तीन छोटी लाइनों के लिए हमने बार बार कहा है। इस बारे में प्रथम पचवर्षीय योजना में बहुत बातें हुई थी। हमारे यहा राजूला जाफराबाद और मगरोल कशोद इन दो लाइनों की बहुत आवश्यकता है। ये इलाके रेलवे लाईन से १४ और १६ मील दूर पडते हैं और वहा रेलवे लाइन न होने से इंटीरियर (भीतरी इलाकों) में माल ले जाने में बड़ी परेशानी होती है। इनके लिए सैकिंड फाइव इयर प्लान में भी कोई

प्रावीजन (व्यवस्था) नहीं है । मैं आशा करती हूं कि उस पर भी मंत्री महोदय कुछ सोचेंगे और हो सकेगा तो कुछ करेंगे ।

यों तो परेशानी की बहुत सी बातें हैं मगर वे तो सारे एडमिनिस्ट्रेशन में हैं । लेकिन चूंकी रेलवे का एक अलग बोर्ड है और ये कमर्शियल लाइन्स पर चलायी जाती हैं इसलिए हम इस विभाग से ज्यादा अपेक्षा रख सकते हैं । जो नई लाइन शुरू की जाती है उसका सर्वे होता है । जब पूछते हैं तो कहा जाता है कि सर्वे हो रहा है । हमें मालूम है कि सर्वे दो तीन प्रकार का होता है । मैं यह नहीं कहती कि समय फिजूल खोया जाता है । मगर इसमें जरा तेजी करनी चाहिए । जो काम हो उसमें तेजी होनी चाहिए । इस पर जरूर गहराई से विचार करना चाहिए ।

हमारे यहां सैकिंड क्लास रखा गया है । मैं तो समझती हूं कि इसको हटा देना चाहिए क्योंकि वह थर्ड क्लास जैसा भी नहीं है और फर्स्ट क्लास के साथ तो उसकी तुलना हो ही नहीं सकती । उसमें बर्थ बहुत छोटी है और उस पर गद्दी लगायी गयी है । इस कारण बैठने लायक भी नहीं रहतीं, सोने का तो सवाल ही नहीं हो सकता । और जो अपर बर्थ है वह इतनी ऊंची है कि उस पर चढ़ना मुश्किल है । साधारण आदमी तो उस पर चढ़ ही नहीं सकता । और अगर एक बार ऊपर चढ़ जाये तो उतरने में बड़ी तकलीफ होती है । अपरबर्थ पर बैठा तो जा ही नहीं सकता । ये छोटी बातें हैं लेकिन पब्लिक के लिए बहुत उपयोगी हैं । जो बातें मैंने कही हैं उन पर मैं मंत्री महोदय से बहुत गौर करने की बिनती करती हूं ।

जो फाइव इअर प्लान का काम चल रहा है इसपर मुझे खुशी है । मगर मैं यह मानती हूं कि ज्यादा स्ट्रेस आम जनता के बारे में देना चाहिए और अपर-क्लास के बारे में अगर हम कुछ समय के लिए रुक जायें तो बुरा नहीं है ।

Shri S. N. Dwivedy: Mr. Deputy-Speaker, Sir, I do not propose to take much time of the House at this late hour but I want to confine my remarks to two of my cut motions, Nos. 101 and 102 which relate to the need of development of railways in Orissa and inadequate provision made for railway lines in Orissa.

I would not have pressed this point had I not before me the support from the Planning Commission. In the Second Five Year Plan it has been said that provision in the Plan for new lines is confined to lines required for operational purposes and for new industrial projects. Orissa is a place where there are immense resources and many industrial projects are going to be undertaken within a period of a few years and, probably, during the Second Five Year Plan, many new industries are coming up.

Today, I asked a question in this House about the industries to be started during the Second Plan period. A list has been given. One can see therein that there will be a great many industries at different places. These industrial undertakings cannot be worked unless there are transport facilities. But, at present, Orissa has only about 800 miles of railways. The Government of Orissa which is entrusted with this task to see that the industries are worked properly had also made a demand for some railways during the Second Plan. I was also given a list of these plans in reply to a question of mine. There were five or six lines that they proposed to construct during the Second Plan. But, I am surprised to find that in the Budget not only none of those lines have been mentioned but only some kind of a provision has been made for a survey of two areas. This, I think, is no policy.

The policy that has been decided and stated in the Plan is there. But, what is being done here is arbitrary. The resources in many districts of Orissa will feed not only one iron factory in Rourkela. It is already feeding the Tatas who get their iron ores from Orissa. There will also be several such factories which could be

[Shri S. N. Dwivedy]

placed within the resources of Orissa. How are those resources going to be developed?

In some of the districts such as Keonjhar and Koraput the resources are not being explored for the lack of transport facilities. The Machkund electric power is not being utilised in Koraput because there is no railway and nobody is prepared to go there and set up industries. There are districts which are inaccessible because there are no railways The demand of Orissa is not on account of its being a neglected area If we want the targets of industrial production should be fulfilled during the *Plan period, first priority should be* given to this part of the country.

Recently, the Railway Minister visited Orissa and I read in the papers—I do not know whether it is correct—that representations were made to him and he was sympathetically disposed. He also felt that proper consideration has not been given to the needs of Orissa and he promised to do the needful Perhaps he also assured that a line from Rourkela to Paradip, a port which is yet to be developed, is likely to be undertaken I would like to know what has he to say in regard to this.

In this connection, I may also say that there was a proposal—not today, but even before 30 years—and a survey was made of an area consisting of about twenty lakhs of people growing jute—an area which can give us about ten lakhs of bales of jute—and then it was decided that a new line from Kendrapara road to Bhadrak *via* Kendrapara town should be constructed. I am told that the Transport Department of Orissa also recommended such a proposal to the railway authorities I do not know the position now. Is it not possible at this stage for the railways to provide for this line?

From Kharagpur to Puri the line comes entirely within the boundaries of Orissa. The number or trains that run on this line is very insufficient. People exprience a very great difficulty because Cuttack, the principal city of Orissa, falls in this line. The High Court and university are there in Cuttack and people from both sides have to go there. At present the train timings are such that people who want to attend the court or university and return back home the same day find it impossible to do so. It is not possible for them to avail of the existing facilities. I would, therefore, request the railway authorities to consider this minor point and see whether it is possible to introduce a new passenger train in the line between Kharagpur and Puri, or change the timings of the existing trains in such a way that the people of that area are able to avail of the facility

Shri B. S. Murthy: Mr Deputy-Speaker, Sir, our friends from the opposition benches have been cataloguing the various difficulties experienced by the passengers as well as by the railway workers They said that the trains are running very late and the late running has become an epidemic The other point that they mentioned was that congestion was so acute that sometimes people standing on footboards fall down and get themselves injured It was also said that sometimes trains have to go back to pick up persons who fall down by standing on footboards

Besides these two points there is another thing which, perhaps, has not been noticed by many. Trains are already congested and with utmost difficulty people get accommodation inside the trains The trams run late by two hours, three hours and even eleven hours But, after having arrived at the destination it takes a passenger not less than 45 minutes to emerge out of the platform and leave the station This is a very important matter It is because almost all the stations are now being used for keeping parcels. If a man gets down at a particular station with his family, the porter takes his luggage by one way, his children go by a second way, he goes by a third way and sometimes

his wife is left behind, with the result that it takes nearly an hour for them to get together Why can't some arrangement be made to see that the parcels do not impede the passage of passengers on the railway platforms? In Madras, Bezwada, Bangalore, Coimbatore and other big stations where I had occasion to go recently, I saw parcels and parcels alone lying on the platforms and not even a single line passage is left for the travellers I think this is a matter which must be taken serious note of, and it must be seen that the platforms are rid of these parcels

Many people spoke about Madras and Mysore and to counter-balance that Pandit Thakur Das Bhargava said that there is not sufficient railway communication near Delhi But nobody has spoken about poor Andhra Pradesh

An hon. Member: Poor?

Shri B. S. Murthy: Poor in railways though it is rich in natural resources, and it is to the detriment of the country's economic welfare Therefore, I appeal that railway communication in that State must be improved The work of doubling of the track from Bezwada to Madras was taken up nearly two or three years back I think it is only having snail's progress I do not know, everytime I go, I see all the material by the side of the track, but no progress Trains are being held up saying that the track is under repair or under doubling Except the progress of over-delay, there is no progress about the doubling of the track from Madras to Bezwada

As for Hyderabad, all roads must now lead to Hyderabad, and naturally the road from Bezwada to Kazipet must necessarily go to Hyderabad Hyderabad is a very important city in the south, because our President has made a promise to spend a few months every year in the south, especially in the city of Hyderabad Therefore, I would like the railway authorities to see that south of Vindhyas is also taken care of, as far as railway communications are concerned The Railway Board does not look at the south at all, I do not know why Perhaps we must insist upon one or two more members of the Railway Board being taken from Cape Comorin or Bangalore or Bezwada, as the case may be, so that at least they will not forget the region

Shri Keshava (Bangalore City): You may suggest that the headquarters of the Railway Board should be in the south

Shri B. S. Murthy: When you become a Judge of the Supreme Court, I shall make the appeal to you

It is true that from Bombay to Nagpur, from Bombay to Itarsi and from Delhi to Calcutta there are almost double lines Why should we not have a double line from Madras to Delhi? It is a life line and it is a very serious matter I am telling the Government that from Cape Comorin to Pathankot there must be a double line, so that in emergencies no trains need be held up It is a very serious proposition I am making and I ask the railway authorities to consider it very seriously

There is another point There is a category of trains which run late The Grand Trunk Express invariably comes to Delhi or goes to Madras very late There is another train, the *de luxe* running between Madras and Delhi which reaches the destination correct to the minute If one train could arrive very correctly, to the minute, why not the other trains also? Especially if the mail and express trains are to run late, it is a matter for serious consideration I do not understand why the efficiency of train running has gone down This is a matter I want the Railway Board to take cognizance of

In Andhra the population is over 3 crores and the area is more than a lakh of square miles, but there are only two straight lines and another line forming something like an isosceles triangle These are two lines, one running from Madras to

[Shri B. S. Murthy]

Guntákkal and another from Madras to Bezwada and there is one linking up Bezwada, Hyderabad and Guntakkal. Except this triangular line, there is no other line worth the name. Therefore, I think there must be some more consideration shown to Andhra. The new survey proposed to be made from Nellore to Madhavpur has not yet started. I do not know why it is delayed. Perhaps in the next budget this survey will be deleted saying that economy measures have necessitated the deletion of this line. I hope the Railway Board will not do injustice to the Andhras on this score.

Then, my constituency is suffering a good deal on account of the lack of sympathy from the Railway Board. There was a proposal to divert the mail train from Samalkot to Kakinada and Kakinada to Pithapuram. I do not know where the papers have gone—perhaps to the archives of the Railway Board. Then, the railway stations at Kakinada as well as at Kakinada Port are in a most miserable condition. I wish either the General Manager or a Member of the Railway Board would be pleased to go there and see in what a dilapidated condition both these stations are.

During the war the line from Kakinada to Ramachandrapuram was removed. Ever since I had the opportunity of coming and voicing the feelings of the Kakinada constituency I have been repeatedly requesting the Railway Ministry to restore the line. One speaker from the Opposition said that to ask for a new line is something like asking for the moon. I am not asking either for the moon or the sun. I am only asking for a line which was in existence in that place and which has been removed as a matter of emergency. And it is the bounden duty of the Railway Board to restore that line. Last time also when I spoke on this matter, no reply was given as to the reason why the line is not being restored. I think this is a serious matter. I want the Deputy Railway Minister to see to it that the fulfilment of the duty of restoring the line is given top priority.

Recently the hon. the Railway Minister was pleased to pay a visit to Hyderabad and he promised to give three more through-trains: one from Hyderabad to Bezwade and *vice versa*, a second from Hyderabad to Waltair, and a third from Hyderabad to Bangalore. But so far I am told these have not been implemented. I hope that these three fast passenger through-trains will soon be leaving from the various places and reaching their destination at Hyderabad.

I now come to a very sore point about the station masters and assistant station masters. The cry of the station masters and assistant station masters has been a cry in the wilderness. In last March when I was speaking on this subject, the hon. Minister was pleased to state that I should read the 'new deal' once again and see whether or not the station masters and assistant station masters have been benefited. According to his advice—because he is a senior to me in many respects and I enjoy his affection perhaps in a much greater degree.....

Shri D. C. Sharma (Gurdaspur): Oh!

Shri B. S. Murthy: Yes, of course. It goes without saying that B. S. Murthy is deserving of his affection more than Shri D. C. Sharma. Therefore I have given my sincerest thought to that; I have read it, re-read it and read it again. But I find nothing new there. All these points I have reduced into a letter and I have sent him a communication. It is nearly four months, but still I have not got a reply. I hope station masters will not be called upon to resort to anything unpalatable and anything which will impair the fair name of the railways. Yes, we have given a strike notice, and the strike is to start on September 15th. Personally, I assure the Railway Board, the Railway Ministry and the country and the nation that we are not for a strike. Our fight all along

has been on principle. It is not for self. We are asking the Railway Board and the Railway Ministry to listen to our grievances and to discuss them with us and explain to us how we have to carry the heavy burden, the heavy responsibility. Up till now, on some plea or other, we have not been allowed to reach the proper quarters. The doors are banged against us, we are refused permission even to lay our grievances at the portals of the Railway Board or the Railway administration

Shri Sadhan Gupta: In spite of affection

Shri B. S. Murthy: Affection will also have defection and the defection perhaps is due to persons like Shri Sadhan Gupta and others. Therefore, the Minister and the Ministry are afraid to show us affection. Therefore, I want this question to be solved before it is too late. We are forced to go on strike and paralyse the whole system of transport in India. Station masters and assistant station masters are occupying key positions. Twenty-five thousand of them are prepared to go on strike for a principle You pay us more or not, that does not matter Please listen to our grievances· that is their case Sometime back the Minister was promising that any legitimate grievances will be heard They say, ours is a legitimate grievance; we come to you and knock at your door; you refuse to open the door, you bang the door against us; there is no other course except to, show our resentment by making you open the door by resorting to such action which is not very endearing to us

Just one point about vendors Our friend from Himachal Pradesh was speaking about vendors. In Delhi, New Delhi and Pathankot, departmental vending and catering have been introduced With what result? Lakhs of rupees net loss is the result. Who is responsible? Not the public; nor the vendors, but the officers in charge of this vending and catering. The officers do not know the ABC of vending or catering. They want to have everything done on paper. That is something like the joke as it goes. A man goes in a car; the car stops; he asks the driver, what is the matter. The driver says, there is no petrol. He says, let us go back with the car. In the same manner, if anything goes wrong, everything is laid at the doors of the vendors. I want the Government and the Railway department to be sympathetic to these vendors and also create a co-operative organisation to which catering and vending could be entrusted, the vendors and others being partners in a concern for looking after the comforts of the travelling public

Last but not the least is the disappointment of the Harijan community in sharing the appointments of the Railway Board and the Railway services Some time back, my hon friend Shri Sivaraj was quoting figures that except in Madras, in all the other Service Commissions of the Railways, no proper justice was done for the Scheduled Caste candidates After having gone to Andhra, Madras and Mysore, I made enquiries whether any Scheduled Caste boys have applied to other Service Commissions I have in my possession information and record that several qualified candidates from the Scheduled Castes from the south have applied to other Service Commissions. If proper and suitable candidates were not available in the area concerned, why were not these applicants from other parts of India taken into consideration? The Railway Minister and the Railway Board should go into this matter and see that proper justice is done Again in promotions also there is a lot of harm being done After all, there is a moral binding on the nation and the people of the country to see that no injustice is done so far as Harijans are concerned. This moral responsibility should not be violated lest there should be much more danger to the unity of the nation thus jeopardising our plans and our future.

Some Hon. Members rose—

Mr. Deputy-Speaker: I can accommodate only one Member more because this debate has to be concluded today. Only the Minister will reply tomorrow. Therefore, if there is any hon. Member who will not be here to take part in other Demands I can accommodate him.

Shri D. C. Sharma: I will not be here tomorrow.

Mr. Deputy-Speaker: Then, Shri D. C. Sharma.

Shri Tangamani: I take it we will be given some preference tomorrow.

Mr. Deputy-Speaker: Those who have not spoken on other Demands will be given preference.

Shri D. C. Sharma: The hon. Member from Andhra who preceded me made a statement during the course of his very valuable speech which heartened me a great deal. He spoke about the railways connecting Cape Comorin and Pathankot It shows he had an all-India outlook, and we all want to develop an all-India outlook But it would have been better if he had talked about the railway line connecting Cape Comorin with Jammu.

Shri Shahnawaz Khan: Why not go a little further to Srinagar

Shri D. C. Sharma: I believe the Railway Board will be doing very well to the people of Jammu and Kashmir if they give them at least those amenities which they used to have during the British days. I know that Jammu was connected by railway in the British days, but now there is no railway line connecting free India with Jammu, and I believe that in order to give the people of Jammu and Kashmir the sense of oneness with India the sense of unity with India, the sense of a common destmy with India, it is essential that a railway line should be built from Pathankot to Jammu. Pathankot and Jammu are both strategic points in the military geography of our country, and I believe that the defence of India cannot be put on a proper footing unless Jammu is given those facilities which only the railways can give. I do not know what reasons have been weighing with the Ministry of Railways and why they have not paid any attention to this problem so far, but I hope that they will do something and by doing so they will strengthen the already strong ties which exist between India and Jammu and Kashmir. I hope they will do so.

Every Member on the floor of the House has been talking about railway lines in his own constituency, and I do not want to let down my constituency by not talking about it I am a person who is homeless.

Shri Feroze Gandhi: From Hoshiarpur

Shri D. C. Sharma: There was a time when I represented Hoshiarpur, and all the time I was asking the Railway Minister to build a small railway line from Una to Nangal, a stretch of about eight miles So far as I know, the line was surveyed and some kind of hope was held out that the line would be built, but I do not know what has happened I do not think that that promise which was held out to my heart in a soothing manner has been fulfilled

Again, now that Nangal and Una can be connected, it would be very useful for the economic development of that backward *tlacka* and for solving the inter-communication problem of that *tlacka* After all, some parts of Hoshiarpur are backward and I think it is the duty of our Government to level up some of these backward *tlackas*. I hope something will be done in that direction.

I would say that the Railway Ministry is very good at doing big things. Of course, my hon. friend, Shri Feroze Gandhi, may have a different tale to tell, but I speak from general experience that the Railway Board is very good at undertaking big projects. But I would ask the Ministry to look to small things also. I feel that in India at present, we are thinking in terms

of huge things While we should not neglect big things, I believe perfection lies in also looking to the small things.

For instance, I find some big stations are being remodelled It may be that as a result of the economy drive, we may stop that work But there has been remodelling Retiring rooms have been put up and new waiting halls have been built All these things have been done, and I think they are good things

But I find that the condition of small stations in India is not as desirable as it should be Do these big officers ever visit these small stations? Do they ever look at them? Do they ever think that something will be done to make them look like places which are worthy of looking at?

I could have said something else, but I want to put it as mildly as possible I feel that the small stations in our country are being neglected and, therefore, the staff that is there, the station master assistant station master or whoever they may be—sometimes there is only single-staff station—feel that they are also being neglected They feel that they are not part of this huge undertaking which is called the railways in India They have a feeling of being the poor, neglected children of the Railway Ministry

Therefore, I would say that while you are thinking of building marshalling yards, overbridges and all other big laudable things, you should also think of giving something to the small stations so that they, along with the big stations, make a picture which does not suffer from contrast but which has a sense of harmony

After all, the big and the small should go together and should form one composite piece which pleases the eye, which does not offend the values of life for which we stand

As I stand for small stations—I am a man who has been dealing with small stations all my life, from Hoshiarpur to Jullundur, and now from Pathankot to Gurdaspur and other places, a series of small stations—I would say that some justice should be done to them

At the same time, I also speak of the small man in the railways. There are some friends of mine who have been very critical of the Railway Board I can assure you that the Board deserves to be strengthened. The Railway Board is a statutory body and deserves to be kept going It has given a good account of itself It is not only the electronic brain of the Railway or the mechanical brain, but it is also the human brain of the Railways (*An Hon. Member:* Question) I would be the first person to say that the Railway Board has been doing well and that it should be strengthened I also say that while I stand for the Members of the Railway Board and all high officials—I want them to do well—I stand for the small man also, the forgotten man in the Railways, the neglected man in the Railways Who are the small men in the Railways? I start with the railway porters What have you done for them? You get money from them Their hard-earned money you get from them, 4 annas per head or something like that, and you keep a supervisor over them Why do you keep a supervisor? I ask this question, why do you get money from them?

Mr. Deputy-Speaker. I have not ordered all that

Shri D. C. Sharma: When I address you, I address through you the whole of India

Mr. Deputy-Speaker: That would not be a good record because it is supposed that every speech is directed to the Chair

Shri D. C. Sharma: So, I ask why do they charge the small man? Why should they keep a supervisor over them, useless people who do not understand the problems of labour, people who have no sympathy for the down-trodden people, people who want to show off their clothes and their smattering of knowledge and their contacts with the big bosses

[Shri D. C. Sharma]

of the railway? I say, scrap this system; and if you do not scrap this system of supervisors and get money from the coolies for paying them, there will be trouble for the railways. I do not predict that there will be strike or anything like that. But, I tell you, you have to look to the small man.

Mr. Deputy-Speaker: Every Member here is an honourable Member and should not be addressed like that.

Shri B. S. Murthy: Can he point out his finger at me as if he is trying to hit me?

Mr. Deputy-Speaker: That would be confined to this place; it would not go into the records.

Shri D. C. Sharma: I was saying you give the small man, the railway porter the uniform and all that and charge from them fees of all kinds. I would say that he has got to be protected and has got to be looked after properly. Of course, I agree with my friend from Andhra that the Station Master, the Aissistant Station Master and other employees are also to be looked after. But, I would say that you should begin at the rock bottom of railway employment and I can assure you that something can be done.

Of course, our railways have been trying to get a new look all along the line and they have introduced a system of catering and vending. But I ask this question, why are vending contracts sub-let? What is the necessity?

Shri Shahnawaz Khan: There is no sub-letting. If the hon. Member would bring any such case to our notice we will take necessary action.

Shri D. C. Sharma: It is very good that the hon. Minister has contradicted it. I will bring some aspects of this question to his notice and I will ask him to look into them.

I would say that so far as labour problem is concerned, as it is being done in some other departments, we should have some labour co-operatives and we should abolish the contract system straightaway. The contract system is reminiscent of the days of foreign rule. It is a relic of the days when we lived under an economy which has ceased to exist. I, therefore, say that this system should be abolished and the labour co-operative movement which has been started in some other sectors of our economy should also be given a very good trial here. It is possible that it is being given effect to but it should be made as widely based as possible.

The Railway Service Commission should be looked into. I have nothing to say against its members but they should do something to speed up the results. I would ask the hon. Minister to tell me what the time-lag between the receipt of the applications, examinations, interviews and the announcement of the results for various posts is. If the hon. Minister looks into it, he will find that things are not done as speedily as possible.

There may be some reasons for delaying things. But the inordinate delays which is a characteristic of the Railway Service Commission should go.

I would say that the railways are the pride of India. But, I would also like to say that they should be made as representative of the new values which India represents, as representative of the new social service for which free India stands and as representative of the vision for which India stands. I hope the Railway Minister and the Railway Board and all the persons manning the railways will be true to the vision which all of us have about free India and that they will do their best so that the railways here can stand comparison with the railways in any progressive country of the world.

18.03 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 19th July, 1957.

DAILY DIGEST

[Thursday, 18th July, 1957]

ORAL ANSWERS TO QUESTIONS—

S Q No	Subject	Columns
134	Low Income Group Housing Scheme	3993—95
135	Indian Police-men arrested by Goan authorities	3995-96
136	Export of Indian Pepper	3997-98
137	Trichur Radio Station	3998-99
138	Safety Measures in Coal Mines	3999-4000
139	Import licenses	4001—03
140	Shifting of Offices from Delhi	4003—06
141	International Atomic Energy Agency	4006-07
142	World Conference against Hydrogen Bomb	4007—09
143	Protest Fleet against Hydrogen Bomb Explosion	4009
145	Munich Handicrafts and Trade Fair	4009—11
146	Second Five Year Plan Targets	4011—14
147	Indian Nationals in East Pakistan	4014—18
148	Provident Fund facilities to workers	4018—20
149	Industries in Orissa	4020-21
150	Nagas	4022—25

WRITTEN ANSWERS TO QUESTIONS—

S Q No		
133	Gurudwaras in Pakistan	4025
144	Coconut Oil	4025 26
151	Arrest of Indian Officials in Pakistan	4026-27
152	Slum Clearance Seminar	4027
153	Newsprint Factory in Andhra	4027-28
155	Integrated Heavy Machine Building Plant	4028
156	Training of Technicians	4028-29
157	A I R Station at Jullundur	4029-30
158	Mr ' Dulles' Statement on Kashmir	4030
U S Q No		
84	Tennis Balls	4030-31
85	Crude Drugs	4031
86.	Slum Clearance	4031-32
87	Export of Iron Ore	4032
88	Cement	4032
89	Staff of the Ministry of Works, Housing and Supply	4033
90	Employees Provident Fund	4033
91	Himachal Pradesh Transport Workers Union	4033-34
92	Labour Acts	4034
93	Purchase of Tobacco by Russia	4034-35
94	Second Pay Commission	4035
95	Gandhi Samadhi Design	4035
96	Portuguese case in the International Court of Justice	4036
97	Hindi Type-writers	4036
98	India Supply Mission, Washington	4036-37
99	Ashoka Hotel	4037
100	Textiles Export Trade	4037-38
102	Low-Income Group Housing Scheme	4038
103	Purchase of Stores	4038-39
104	Unemployment	4039-40
105	Organisation and Methods Division	4040
106	Broadcasts in Tripura Language	4040-41
107	U N Committee on Hungary	4041
108	India House, London	4041-42
109	Diplomatic Missions	4042
110	National Housing Corporation	4042-43
111	Transit Camps in West Bengal	4043
112	Song and Drama Division	4043-44
113	Welfare Board for Metal Mine Workers	4044

PAPERS LAID ON THE TABLE 4044-47

The following papers were laid on the Table

(1) A copy of the Notification No S R O 1976, dated the 15th June, 1957, extending the provisions of the Employees' Provident Funds Act, 1952 to the oxygen, acetylene and carbondioxide gases industry with effect from the 31st July, 1957.

(2) A copy of the Notification No. S.R.O. 2146, dated the 29th June, 1957, making certain further amendment to the Employees' Provident Funds Scheme, 1952.

(3) A copy of each of the four Notifications making certain amendments to the Displaced Persons (Compensation and Rehabilitation) Rules, 1955..

(4) A copy of the Notification No. S.R.O. 1963/R-Amdt. XV, dated the 15th June, 1957, making certain further amendments to the Displaced Persons (Compensation and Rehabilitation) Rules, 1955.

(5) A copy of the Khadi and Village Industries Commission Rules, 1957 published in the Notification No. S.R.O. 1006, dated the 30th March, 1957.

(6) A copy of each of the two Notifications making certain amendments to the Khadi and Village Industries Commission Rules, 1957.

(7) A copy of each of the following papers under sub-section (2) of Section 16 of the Tariff Commission Act, 1951 :

(i) Report (1956) of the Tariff Commission on the continuance of protection to the Antimony Industry .

(ii) Government Resolution No. 4 (2)TB/56, dated the 1st June, 1957

(iii) Government Notification No. 4 (2)/TB/56, dated the 1st June, 1957

(iv) Statement under proviso to Section 16(2) of the Tariff Commission Act, 1951, explaining the reasons why the documents referred to at (1) to (3) above could not be laid within the period prescribed under the said section .

(v) Report (1957) of the Tariff Commission on the continuance of protection to the Cotton and Hair Belting Industry

(vi) Government Resolution No. 6 (1)TP/57, dated the 8th June, 1957.

(vii) Statement under proviso to Section 16(2) of the Tariff Commission Act, 1951, explaining the reasons why documents referred to at (5) and (6) above could not be laid within the period prescribed under the said section .

(viii) Report (1957) of the Tariff commission on the Cotinuance of protection to the Wood Screw Industry

(ix) Government Resolution No. 35(1)TP/57, dated the 29th June 1957.

PETITIONS REPORTED . 4047-43

Secretary reported the receipt of the following petitions each signed by a petitioner

(i) a petition in respect of the Finance (No. 2) Bill, 1957 which was introduced on the 15th May, 1957

(ii) a petition in respect of the Central Excises and Salt Act, 1944

STATEMENT BY MINISTER 4047-48

The Minister of Transport and Communications (Shri Lal Bahadur Shastri) made a statement regarding the proposed strike notice by the National Federation of Posts and Telegraphs Employees and also laid on the Table a copy there of .

BILL INTRODUCED . . 4053-54

The Cotton Fabrics (Additional Excise Duty) Bill was introduced.

DAILY DIGEST

COLUMNS

DEMAND FOR GRANT—RAILWAYS. . . . 4054-4192

Further discussion on Demand for Grant No. 1 in respect of Railways continued. The discussion was not concluded.

COLUMNS

AGENDA FOR FRIDAY, 19TH JULY, 1957

Further discussion on the Demands for Grants in respect of Railways and the Private Members' Resolutions